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can only be traversed safely by reducing the speed of all trains to twelve or fifteen minutes an hour, solely on account of the wornout and rotten condition of the rails. Broken wheels, axles, engines and trains off the track have been of daily, almost hourly, occurrence for the last two months, caused mostly by defective rails. Fully one thousand broken rails were taken from the track in the month of January, while the number removed on account of lamination, crushing or wearing out was much greater. February will

will show a still worse record than January. The failure of rails is confined to no particular make, although there is a difference easily observed between those made at Scranton and those re-rolled at Elmira. The former break readily into many pieces, and by so doing are pretty sure to throw a train from the track; a large number of these rails have broken with less than six months' service, some with scarce one month's wear.

The Elmira re-rolled iron seldom breaks until very much worn, but it does not possess the hardness and durability found in the Scranton iron, when the latter has strength to resist breaking strains.

With the ten miles of track laid with the John Brown Bessemer steel no fault need be found. But one rail has broken during the winter, and no lamination and very little wear is perceptible. Twenty steel rails were laid in Jersey City yard last March, the iron rails adjoining subject to the same wear have been renewed four times since the steel was put down, and I have no doubt the steel rails will outlast three times as many more iron rails.

This winter's experience has satisfied me that the quality and weight of the iron rails in use cannot be depended upon to sustain the traffic of the Erie Railway. Forty two ton locomotives hauling trains of fifty and sixty loaded cars, and passenger engines weighing thirty-seven tons, running at a speed of thirty to forty miles per hour, literally crush and grind out the iron rails beneath them. Instances have been reported to me of rails removed from the track too much worn for safety, when the first imperfection was visible but the day before.

In view of this state of things what is the remedy? Manifestly the adoption of steel rails as far as practicable, and iron rails of superior quality and heavier section, to be followed by the gradual reduction of the weight of engines and cars as new equipment becomes necessary. The tendency of late years has been to larger and more powerful locomotives and heavier, stronger cars, and this has been carried to such an extent as to render them out of all proportion to the strength and durability of track. Especially has this been the fact upon the Erie Railway.

The condition of the iron at the present date is such as to give me much anxiety and apprehension for the safety of trains. We cannot and do not attempt to make the schedule time with our trains; nearly all lose from two to five hours in passing over the road, and it has been only by the exercise of extreme caution we have been able thus far to escape serious accident.

A very large quantity of rails must be laid as soon as the weather will permit and they can be furnished.

In conclusion I desire to modify my estimate of the quantity of rails required for the current year. After a careful observation of the whole road, assisted by information obtained from division superintendents and track masters, I have come to the conclusion that twenty-five thousand tons of rails will be needed to keep up your track in 1868, and I would earnestly recommend that as large a proportion as possible shall be of steel. Very respectfully, your obedient servant,

H. RIDDELL, General Superintendent.

OFFICE GENERAL SUPERINTENDENT,
NEW YORK, March 3, 1868.

Hon. J. S. ELDRIDGE, President:

SIR—A careful review of the present condition of the motive power of the Erie Railway Company enables me to present the following statement for your consideration:

The company own 371 locomotives, of this number about thirty are condemned as entirely useless, and some forty more are of but little value, owing to their long service and general infirmity, being considered unsafe to carry even moderate steam pressure, and sure to break down if run long distances. Two hundred and twenty engines have performed over ten years' service, and 143 of that number over fifteen years' service. The master mechanics report 128 of these locomotives as requiring new boilers, and recommend the complete reconstruction of 107 of the number whenever the boilers shall be renewed, or in other words, instead of giving the old engine a new boiler, it is deemed more to the interest of the company to construct a complete new engine, for the following reasons: Most of these engines are of the kind known as half crank engines, an expensive and troublesome class to keep in repair. The engines having been so long in service no dependence can be placed upon the strength and durability of any of their parts. They are of a great variety of patterns, and make it necessary to keep a very large stock of material on hand to provide against breakages, there being something over sixty different kinds of engines on the Erie road.

It will be seen by the foregoing that the company have only three hundred serviceable engines, considerably less than that of really efficient ones.

American Railroad Journal.

New York, Saturday, March 21, 1868.

Eric Railway.

We give below the Reports of Hugh Riddle, Esq., General Superintendent, alluded to in the Report of the Executive Committee of the Board of Directors made to the stockholders on the 9th inst., and which was published by us in our last issue:

OFFICE GENERAL SUPERINTENDENT, {
NEW YORK, March 3, 1868.

Hon. JOHN S. ELDRIDGE, President:

SIR—On the 3d of December I addressed a communication to the Vice President recommending the purchase of 5,000 tons of steel rails, and at an interview with you I expressed the opinion that 15,000 to 18,000 tons of rails would be required for the repairs of track during the year 1868.

Since that opinion was given we have passed through three months of unusually severe winter weather and moved more than an average winter tonnage, with the road bed frozen solid as a rock, the rails encased in snow and ice, so that it has been impossible to do much in the way of repairs; the iron rails have broken, laminated and worn out beyond all precedent, until there is scarce a mile of your road, except that laid with steel rails, between Jersey City and Salamanca or Buffalo, where it is safe to run a train at the ordinary passenger train speed, and many portions of the road

From fifteen to twenty-five per cent. are in shops undergoing repairs, ordinarily at this season often a larger proportion. Our mechanics estimate the life of an engine at fifteen years. Assuming that to be true we should build twenty every year to keep our three hundred good, to say nothing of the seventy now idle and worthless; but as we have added by purchase and construction only twelve new engines to our stock during the last two years we are at the present moment some twenty-eight engines short of what we should have to make good the depreciation. In view, therefore, of the certain increase of the coal tonnage and probable increase of both through and way traffic I feel justified in saying there should be fifty new locomotives added to the equipment of the road during the next twelve months. In the company's shops at Susquehanna and Dunkirk, if worked to their capacity, with a slight increase of machinery, it is estimated thirty engines per annum can be built, at present we are working only force sufficient to build about one-third that number. The engines built in the company's shops, in point of strength, durability and perfection of workmanship far excel those procured from locomotive builders, and while their cost may fully equal, perhaps exceed the price for which similar engines may be contracted for, I yet deem it good policy to fully employ our own facilities for the construction of engines.

To fill out the number I have ventured to suggest as needed, twenty will be required outside of the company's ability to construct. These I would contract for to be built after specifications and plans to be furnished by the company's officers, and under the inspection of a good mechanic to be selected and paid by the railway company. In this way I think we could obtain satisfactory machines.

I also deem it my duty to recommend an increase of freight and coal cars. Say 300 box freight cars and 100 coal cars in addition to those heretofore ordered.

The coal cars are sure to be needed, and the box freight cars unless the freight traffic should fall off contrary to all expectations. Respectfully your obedient servant,

H. RIDDLE, General Superintendent.

P. S.—Since writing the foregoing report I have learned from General Potter that he is desirous of establishing stock yards at Urbana and Cincinnati, on the line of the Atlantic and Great Western Railway, and taking stock for the New York market that has hitherto gone *via* Pittsburg, provided the Erie will furnish her full proportion of stock cars. This we cannot do without adding say 200 stock cars to our present number, and to meet this and other demands I would respectfully submit the following estimate for new cars:

300 box cars, at \$800	\$240,000
200 box cattle cars, at \$900	180,000
100 coal dumps, at \$625	62,500
 Total.....	 \$482,500

SIOUX CITY AND PACIFIC RAILROAD.

The Interior Department has recently received the report of the United States Commissioners on the first section of forty-nine and a half miles of the Sioux City and Pacific Railroad, extending from the twentieth mile post south from the initial point in Sioux City to the sixty-ninth and one-half mile post. Forty-seven miles of this section are in a straight line, and the whole section contains thirty-six trestle bridges, with an aggregate length of 6,974 feet, and two Howe truss bridges, one of 160 feet span and the other of 100 feet. There are three water stations and sidings and one culvert. At Sloan, on the twenty-first mile, there are a temporary office and engine house; at Onawa, on the thirty-eighth mile, a depot, freight room, engine house and turn table; and at River Sioux, on the fifty-second mile, there

is a good station. The following rolling stock is now in use: Three locomotives, one express, one way, one office, sixteen box, four stock, five coal, four boarding, twenty flat, nine hand and four dump cars. The telegraph is completed and in operation from Sioux City to the end of the sixty-ninth mile and from there to Missouri Valley Junction. The Commissioners recommend that the section be accepted, and the President has accepted it and ordered the issue of the bonds and patents due to the company.

GREAT WESTERN RAILWAY OF CANADA.

The Indian Government guarantees 5 per cent. dividend on capital embarked in the Indian railways. The Canadian Government merely loaned their own debentures to the railway companies in that country, and expected them to provide the annual interest on such debentures out of the railway earnings. In 1857, however, the Grand Trunk Company obtained an act to put back the Government interest until the shareholders had received ordinary dividend up to a certain amount. The Great Western are now endeavoring to obtain a similar privilege. It would not be a very great concession on the part of the Canadian Government to make, seeing the extensive benefits Canada as a country has derived from her railways, while to the Great Western it would be a great advantage, for it would relieve the revenue past and present of the burden of £35,000 per annum. Whatever the result the position of the company must be improved.—*Herapath.*

SUSSEX (N. J.) RAILROAD.

In the suit between this company and the Morris and Essex Railroad Company, the Chancellor has decided that the latter company must pay the drawback or per centage of twenty-five per cent. on the passengers and thirty per cent. on freight of the gross receipts of the Morris and Essex Company for their proportion of the joint business. The Chancellor ruled that the contract applied as well to the extensions between Newark and Hoboken, and between Hackettstown and Phillipsburg, as to the original road.

NORTHERN CENTRAL RAILWAY.

The earnings of this Railway, Main Line, for the year ending December 31st, 1867, were:

From freights.....	\$1,795,312 29
" passengers	651,297 81
" express.....	73,144 00
" U. S. mails	25,450 01
" sundry sources.....	130,880 50
 Total Main Line.....	 \$2,676,084 61
" Wrightsville Branch.....	31,227 92
" Shamokin Division	280,452 08
" Elmira Division	395,149 48
" Chemung Division	127,537 35
" Canandaigua Division	180,416 72
 Total gross receipts.....	 \$3,690,868 16

The operating expenses were:

Main Line.....	\$1,556,538 71
Wrightsville Branch..	24,890 03
Shamokin Division...	172,640 74
Elmira " ..	390,811 60
Chemung " ..	117,259 41
Canandaigua " ..	216,568 96
	2,478,709 45

Net revenue..... \$1,212,158 71

Which has been applied to the payment of
Interest on funded debt..... \$443,863 04
Dividends to stockholders..... 366,475 00
Tax on capital stock and dividends.. 35,239 35
Rent of leased roads..... 295,148 28
Appropriation to sinking fund..... 53,000 00

Total payments..... \$1,198,720 67

The working expenses of the Main Line were 58.16 per cent. of the receipts, being 7.2 per cent. less than the preceding year; and the working expenses of the Main Line and Branches were 67.1 per cent. of the receipts.

The average rate received for the transportation of freight was 2.4 cents per ton per mile; a reduction of 0.9 of a cent per ton from the rates received for the previous year. For each mile run, the average cost for repairs, fuel, and stores for locomotives, was 23.45 cents; for the previous year the cost for the same items was 32.69 cents for each mile run. Showing a reduction in this year of 9.24 cents in this item of expenditure.

The usual payments have been made to the sinking fund during the year. In the fund for the redemption of the loan of \$2,500,000, due in 1885, there is now invested \$375,000 in that loan. In the general sinking fund, which was established in 1865, there is now invested \$207,500, a sum more than sufficient to pay off the loans due in 1870 and 1871.

During the past year we have purchased the Jackson wharf property in Baltimore, and have erected upon it an extensive warehouse. This was rendered imperatively necessary by the increase of business to the West and North. We find that it adds very much to the convenience of shippers, and will tend to increase our receipts.

The track has been maintained in good condition: additions have been made to the capacity of the road by increasing the sidings; there has been erected a freight depot at Selins Grove; a freight and passenger station has also been built at Liverpool; we have expended \$43,752 95 in completing the Dauphin Bridge; and extensive trestles have been erected at Sunbury for the transfer of coal from cars of the Shamokin Branch to return cars for the Elmira Division. We intend to transport the coal going north in box cars, (which would otherwise be hauled back empty,) so far as they will meet the demand. This will enable us to transport the coal at a less cost than heretofore, and must be largely advantageous to us in the future of this growing trade.

Our business has grown so rapidly within a short space of time, and so much expenditure has been necessary to perfect the track, extend sidings, and furnish equipment, that we have delayed, as far as we could, the building of shops for the repair of engines and cars. Additional shops have now become an urgent necessity, and we propose during the present year to erect suitable buildings for that purpose at Sunbury.

During this year we have added to the equipment: 7 locomotives, 2 passenger cars, 2 baggage cars, 25 box cars, 29 gondola cars, 34 lime cars, and 377 coal cars, at a cost of \$265,134 41. And we have already contracted to have delivered in the early part of this year: 10 locomotives, 100 stock cars, and 500 coal cars.

We have purchased and put into the track some additional steel rails. Our experience, so far, with steel rails has been satisfactory, and we regret that we have not the ability to use them exclusively in the renewal of the track. As the tires on the locomotives have worn out they have been replaced by steel tires, and the change has been found to be an economical one.

The operations of the leased roads have been much more satisfactory than during the preceding year. The increase of tonnage from them has added materially to the business of the Main Line, and the arrangements lately consummated for securing additional trade from the West and Northwest, are such, that we feel that the time is not far distant when we will be benefitted, not only by the trade which they add to the Main Line, but that the increase will make them self-sustaining, and they will become a source of direct profit, as the Shamokin Division has been since the commencement of its lease by this company.

The increase in the coal trade for the past year over that of the preceding year has been large, the coal transported in 1867, amounting to 453,919 tons, against 303,189 tons in 1866, an increase of 150,730 tons. Of this increase, 49,166 was carried to Baltimore, and 101,564 tons to local stations. The remaining increase of tonnage, amounting to 147,641 tons, has been mainly from points on the line of the Elmira and Canandaigua Divisions and from points on the Lakes. We have been making every effort to increase the tonnage, and have done so by reducing the rates of freight to the lowest point consistent with your interests. If this policy meets with your approval we shall continue it, feeling assured it is the best possible policy to pursue to enhance the value of your property.

As the receipts incident to the inflation of trade produced by the war are no longer perceptible in our business, a comparison of the business of this road for the year just closed with that of the year immediately preceding the war will be interesting.

In the year 1860 the entire receipts of the road were \$964,621 30. The expenses were 717,265 64.

And the net revenue was \$247,355 66. In 1867 the gross receipts were \$2,676,084 61. Expenses 1,556,538 71.

Showing net earnings amounting to \$1,119,545 90.

The net earnings of 1867 are \$154,924 60 in excess of the entire earnings in 1860; and the comparison shows an increase of 177 per cent. in the gross earnings and of 452 per cent. in the profits. The number of passengers carried in 1860, was 287,630, while in 1867 we carried 655,651.

The system of keeping our accounts having been entirely changed in 1863, an accurate comparison of the freight tonnage cannot be made between the two years of 1860 and 1867, but we give the number of tons of freight moved annually—beginning with 1863, to the present time.

Tons moved in 1863.....	552,682
" in 1864.....	746,674
" in 1865.....	746,043
" in 1866.....	891,693
" in 1867.....	1,190,064

The number of miles of the roads now leased and operated by this company is greater than that of the Main Line. The different charters under which those roads exist, and the necessity for keeping the accounts of each separately so long as they are but leased roads, makes the management of them by the officers of the company much more laborious, and involves the employment of a much greater clerical force than there should be any necessity for. The management of the line could be greatly simplified if all the companies were consolidated; and we suggest the appointment of a committee of stockholders to take the subject into consideration and report such a plan as they may deem best for all the parties interested for carrying this project into effect. Could such a project be carried to a successful conclusion, this company would then possess a continuous trunk line 325 miles in length, with 41 miles of branch roads.

It has required a large outlay of capital to furnish the equipment necessary to meet the demands of the increased tonnage. So far we have met the demands of the trade, with perhaps the exception of that of coal. This business, by giving the proper facilities can be largely increased; and it is our intention this year to make an effort to furnish it every facility.

This we can do in the local trade, but we will be unable to add very much to the through trade to Baltimore, unless the means for reaching the manufacturing portions of the city are improved. It is not in coal alone that our trade would increase, but, if we could get into and through the city, instead of being confined to a limited portion of it, we could add largely to our shipments of grain, coal, oil and lumber; and by so increas-

ing the amounts of our shipments we could afford to cheapen the transportation of these articles, and consequently cheapen them to the consumers.

To attain this end, so desirable in every view, we need but the co-operation of the city authorities, and we are led to hope from the character of the gentlemen now controlling the affairs of the city, that they will be actuated by a desire to add to her prosperity; and their wisdom will enable them to see that, by granting facilities to the railroads terminating within its limits, they will secure this result. Baltimore possesses all the natural advantages required to make it a very large city, and this railway has a location second to none other. And, reaching as it does the best coal fields in the world; by its connections commanding a full proportion of the traffic of the West and the lakes; with its road in excellent condition and fully equipped; it wants but fair treatment at the hands of the municipal authorities to enable it to treble its business, and thus do its full share towards the growth and commercial prosperity of its terminal city.

Receipts and expenditures for the year ending December 31, 1867.

Receipts, as above.....	\$3,690,868 16
Interest on investments.....	4,258 82
Interest on sinking fund.....	20,779 85
Capital stock.....	130,000 00
Bonds.....	340,000 00
Real estate	6,998 00

\$4,192,899 83

Expenditures, as above	\$2,478,709 45
Interest account.....	443,863 04
Dividends on capital stock.....	366,475 00
Discount on bonds.....	47,142 98
Taxes on capital stock and dividends	35,239 35

Rent of Wrightsville, York and Gettysburg R. R. Co..... 4,700 82

Rent of Shamokin Valley and Pottsville R. R. Co..... 100,442 46

Rent of Elmira and Williamsport R. R. Co..... 165,000 00

Rent of Elmira, Jefferson and Canandaigua R. R. Co..... 25,000 00

Sinking funds—appropriations..... 53,000 00

Sinking funds—interest and discount accrued..... 34,298 75

Construction 134,323 33 |

Real estate 17,295 17 |

Equipment..... 265,134 41

Cash liabilities—decrease 22,275 07 |

\$4,192,899 83

FINANCIAL STATEMENT, December 31, 1867.

Assets :

Railway	\$8,810,754 60
Canton Extension	342,182 02
Real estate	514,478 07
Equipment	1,648,095 82

\$11,315,510 51

Sinking fund for loan due in 1885.....	375,000 00
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General sinking fund	207,500 00
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Cash.....	\$377,005 35
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Passenger agents.....	3,621 50
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Freight	99,898 52
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Post Office Departm't	11,046 87
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Foreign roads—freight account	7,241 91
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Bonds, stock and debt of Wrightsville, York and Gettysburg R. R. Co	123,227 61
---	------------

Bonds of Northern Central Railway Co	5,929 54
--	----------

Bonds of Warren and Franklin Railway Co.	5,873 50
---	----------

Individuals and corporations.....	217,964 12
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Materials and supplies	312,631 95
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1,165,140 87

\$13,063,151 38

Liabilities :

Capital stock.....	4,648,900 00
First mortgage bonds of York and Cumberland R. R. Co.....	175,000 00
Second mortgage bonds of York and Cumberland R. R. Co	25,000 00
Third mortgage bonds of York and Cumberland R. R. Co., guaranteed by City of Baltimore	500,000 00
First mortgage loan of Northern Central Railway Co. from State of Maryland, in release of loans to Baltimore and Susquehanna R. R. Co., irredeemable	1,500,000 00
Second mortgage bonds of Northern Central Railway Co.....	2,500,000 00
Third mortgage bonds of Northern Central Railway Co.....	1,064,500 00

\$10,413,400 00

Bills payable..... \$1,157,036 34

Interest, dividends, &c., accrued..... 240,619 41

Interest, coupons..... 11,131 50

Pay rolls & vouchers 391,588 96 |

Foreign roads—passenger account 12,272 04 |

1,812,648 25

Profit and loss account..... \$12,226,048 25

837,103 13

\$13,063,151 38

President.—J. D. CAMERON.

Directors.—Wm. Colder, A. E. Kapp, George Small, Edward C. Biddle, John M. Kennedy, B. F. Newcomer, Henry Welsh, Thomas A. Scott, Jacob P. Jones, Wistar Morris, John A. Wright, S. M. Shoemaker.

Vice President.—C. G. MILLER.

Secretary.—ROBERT S. HOLLINS.

Treasurer.—JOHN S. LEIB.

Auditor.—STEPHEN LITTLE.

Gen'l Superintendent.—J. N. DUBARRY.

Union Pacific Railroad.

At the annual meeting of the stockholders of the Union Pacific Railroad Company, held at their offices, No. 20 Nassau street, March 11, the old Board of Directors was unanimously re-elected, as follows:

Oliver Ames,	T. C. Durant,
John J. Cisco,	H. S. McComb,
Chas. A. Lambard,	Sidney Dillion,
John F. Tracy,	Benj. E. Bates,
John Duff,	C. S. Bushnell,
Josiah Bardwell,	Wm. H. Macy,
F. G. Dexter,	John B. Alley,
Ebenezer Cook.	

The Directors on the part of the Government are:

Geo. Ashmun,	Samuel McKee,
Jesse L. Williams.	James S. Rollins,

At a subsequent meeting of the Directors, Oliver Ames was re-elected President, T. C. Durant, Vice-President, and John J. Cisco Treasurer.

Central Ohio Railroad.

At a meeting of the stockholders of the Central Ohio Railroad Company, held at Zanesville, on the 4th of March, the following gentlemen were elected directors for the ensuing year, viz: Hugh J. Jewett and Daniel Applegate, of Zanesville; Wm. Dennison and Joseph R. Swan, of Columbus; Simon Gephart, of Dayton; Wm. H. Clement, of Cincinnati; J. H. Heaton, of St. Clairsville; John King, Jr., Joseph W. Jenkins, Joseph H. Rieman, Walter B. Brooks and James Harey, of Baltimore. The new board re-elected Hon. H. J. Jewett President of the company.

Lake Superior Copper Mines.

The products of the Lake Superior Copper Mines in 1867, were as follows:

Portage Lake District.—Pewabic, 1,173 tons, 1,434 lbs.; Quincy, 1,119, 1,124; Franklin, 962, 1,408; Calumet, 590, 1,484; Huron, 562, 1,067; Isle Royale, 508, 002; Hancock, 350, 439; Hecla, 332, 1,188; Shelden Columbian, 315, 1,375; Grand Portage, 310, 1,269; Albany and Boston (four months) 65, 1,724; Concord (six months) 47, 008; Douglass (five months) 46, 468; South Pewabic (one month) 38, 1,625. Total, 6,424, 565, against 5,650, 1,746 in 1866—a gain of 773 tons, 818 pounds.

Keweenaw District.—Copper Falls, 1,080 tons, 1,077 lbs.; Pittsburg and Boston, 988, 1,479; Central, 783, 1,714; Pennsylvania, 311, 877; Phoenix, 225, 517; Bay State, 174, 011; St. Clair, 116, 1,055; Amygdaloid, 107, 1,620; Etna, 58, 1,628; Madison, 15, 000; Eagle River, 5, 1,501; Clark, 5, 1,303; Mendota, 2, 000. Total, 3,801, 777, against 3,028, 691, in 1866—a gain of 778 tons, 086 lbs.

Ontonagon District.—Evergreen Bluff, 329 tons, 832 lbs.; National, 324, 364; Minnesota, 287, 807; Knowlton, 189, 1,267; Ridge, 128, 1,669; Rockland, 84, 1,618; Ogima, 59, 678; Caledonia, 49, 1,697; Superior, 32, 169; Flint Steel River, 11, 114; total, 1,569 tons, 1,210 lbs., against 1,701, 1,250, in 1866—a loss of 192 tons, 40 lbs.

Baltimore and Ohio Railroad.

The regular monthly meeting of the directors of this company was held in Baltimore on the 11th inst., J. W. Garrett, Esq., President, in the chair. The committee on transportation recommended a material reduction in the tariff on coal, to take effect on the 16th of March instant. The reductions embraced in the resolution of the committee on transportation were as follows:

Forty cents per ton of 2,000 pounds from Cumberland and Piedmont to Baltimore, and fifty cents per ton of 2,000 pounds on gas coals from Newburg, Fairmont and Clarksburg, with corresponding reductions of way rates upon the main stem and the branches.

The President stated that looking at the great advantages which it was hoped this important change in the tariff would accomplish, he was prepared to recommend the adoption by the board of the resolution of the committee. Forty cents per 2,000 pounds amounted to a deduction of about 45 cents per long ton, and on gas coals the deduction of 50 cents per 2,000 pounds was equal to 60 cents per long ton. Upon the quantity of coal now being transported upon the road these reductions would amount to a difference in the net earnings of the company of fully \$600 per day.

Up to this period the company has not reduced the high prices paid for a length of time for labor, and has been unable to economise to any material extent in the cost of materials and the general expenses of working the road. The board must, therefore, anticipate a material increase in the ratio of working expenses, and such reduction of the gross rate, with the limited decrease of expenses, must, of course, result in a large decrease of net earnings. The board, however, had uniformly made every effort to increase and develop this important interest, and to aid supplying coal to those using it at the lowest possible price, including the manufactures of large capacity, which were becoming much more numerous in Baltimore, as well as the steamship and other varied and important interests that would be largely benefitted by the reduction. The expectation might be justly entertained that a large increase to the trade of the company, as well as the better results for the numerous enterprises affect-

ed by the reduction, would ultimately justify the action taken.

It is understood that the eastern markets generally are bare of both semi-bituminous and gas coals, and although the decrease of charge proposed is larger than has been anticipated by the trade, and presents a very low figure, viz.: but \$2 30 per ton from Cumberland to the shipping wharves at Locust Point, yet these facts strengthen the hope that so large a business may follow as to measurably remunerate for the heavy reduction in the rates for transportation. The company can use effectively its entire line of double track for the traffic of the present season, and has a very large equipment of both locomotive and coal cars. The President, therefore, trusted that such an extent of business would be commanded as, when taken in connection with the general benefits that would be diffused by the reduction, would prove the action proposed to be judicious.

Subsequent to the remarks of the President the vote was taken upon the resolutions proposed by the committee on transportation, and the tariff, as recommended, adopted, to take effect as stated.

After the transaction of the regular and all other business presented, the board adjourned.

Alexandria the Shipping Point for Cumberland Coal.

The completion of the "Aqueduct" of the Alexandria Canal crossing the Potomac River at Georgetown, connecting the Chesapeake and Ohio Canal with a direct channel to the port of Alexandria, will relieve the coal trade of the annoying delays which have at times so seriously hampered it, growing out of the insufficiency of facilities for transhipment at Georgetown, and no doubt increase the canal traffic to a very considerable extent beyond what has already been developed; and the commercial interests connected with it will participate in the benefits that must flow from the increase of disbursements required to move the products of the mines to tide water.

The Aqueduct referred to has been rebuilt in so substantial a manner, and with such perfectness of symmetry, combining in the Howe Truss all that is necessary for the purposes, that it commands the admiration of all who have seen it, comparing very favorable with any like structure in this country.

The Contractors, Messrs. A. B. BURTON & Co., of Philadelphia, may well be satisfied with their labor, as it stands to-day a monument to their skill and genius. Growing out of a controversy with some riparian owners in Georgetown, as to the legality of the structure in its present position and elevation over the River Potomac, Judge Carter, in the United States District Court, has just decided that it is a legal structure, fortified by more legislative sanctions than any other corporate structure of which he has knowledge. This will interest all large coal dealers in Northern ports.

The effect of it will be to make Alexandria the shipping point for Cumberland Coal hereafter, as it was before the war.

The Steen Locomotive.

A locomotive, built on a new plan, with very important improvements, intended for the Girard Coal and Iron Company, of Ohio, is just being finished at Mr. R. H. Leeky's shop. The engine weighs only five and a half tons, has no pitman nor connecting rods, but the power is transmitted direct from the piston to the driving wheels, obviating dead points. A further advantage is, that the gearing can be so set as to give, with a velocity of even ninety strokes a minute, a speed of only three miles an hour.—*Pittsburg Chronicle.*

Rapid Bridge Construction.

Under this heading, Mr. T. C. Clarke, Assistant Engineer Quincy Bridge, has replied through the columns of the *American Railway Times*, to an article which appeared in the AMERICAN RAILROAD JOURNAL, of February 22d, in reference to the rapid construction of the Bridge over the Great Miami, in which he says:

You give in your paper of February 29 an example of what you justly call a rapidfeat in railway construction, in building a bridge across the Miami, of three spans of iron of 210 feet each, and four piers, in 120 days. Although I am opposed on principle to extolling rapidity of construction, believing that thoroughness is often sacrificed to it by our fast people, yet I cannot refrain from telling you what progress we have made with our bridge across the Mississippi at this point. The bridge is, as you are aware, of iron on stone piers; the total length is about 3,870 feet; and there is besides more than a mile of heavy embankment and trestling connected with the work. Since the first of September last (at which time the extraordinary flood of 1867 had sufficiently subsided to allow of submarine construction,) we have completed two abutments and six piers, have put in foundations, and have carried the masonry to a height of from twelve to fifteen feet above water of twelve piers, and have put in foundations ready for masonry of five piers. We have also sunk the foundation of one pivot pier in mid-channel, consisting of four iron tubes, to the bed rock, forty feet below water. Thus we have put in twenty-six foundations, completed eight and partly built twelve piers during 163 working days. We have also raised one span of 200 feet, and built considerable embankment and trestle work. If we are as much favored by weather and absence from disaster as we have been, we shall run trains across the river before September 1 of the present year. Everything is being done in the most substantial manner, and the structure when completed will be one of the strongest bridges in the world.

Under the old-fashioned system of construction by coffer-dams, the work above described could not have been done in less than three years. The rapidity of modern construction can be explained by one word—India-rubber. It is to the use of this versatile gum in the shape of the tube which supplies air to the divers, and forms their dresses, that we are able to work under with as much accuracy, and nearly as fast, as above it.

New Railroad from St. Louis to Indianapolis.

ST. LOUIS, Mo., March 13.—A delegation of Eastern Railroad men, including Ex-Governor Dennison, of Ohio; J. L. Jewett, of the Pittsburg, Columbus and Cincinnati road; Thomas A. Scott, and G. B. Roberts, of the Pennsylvania Central; B. E. Smith, President of the Chicago, Columbus and Indianapolis road; R. W. Thompson, M. K. Edwards, W. R. McKeon, of Indiana; John A. Schofield, of Illinois; and W. D. Wood, of Pittsburgh, are in the city on business connected with the construction of a new road from St. Louis to Indianapolis via Vandalia, Illinois. They will open an office in this city, and put into effect vigorous measures for the speedy completion of a great through route to the East.

Mr. William W. Longstreth, for the last three years President of the Lehigh Valley Railroad Company, and for several years previously President of the Beaver Meadow Railroad Company before its consolidation with the Lehigh Valley Company, has resigned his office. He is succeeded in office by the Hon. Asa Packer, assisted by the Hon. Charles Hartshorne as Vice President.

Pig Iron Product of the United States in 1867.

The following statement exhibits the quantity of anthracite pig iron made in the United States during the years 1866-'67, in tons of 2,000 pounds:

	1866.	1867.
Massachusetts	3,606	3,500
New York	118,274	145,417
New Jersey	40,680	36,919
Pennsylvania	573,759	586,584
Maryland	13,048	12,363
	749,367	784,783

The production of raw coal and coke pig during the same period has been as follows: In 1866, 268,996 tons; in 1867, 318,647 tons.

Of charcoal pig iron the production was, in 1866, 332,780 tons; and in 1867, 344,341 tons—making the total of pig iron as follows:

	1866.	1867.
Anthracite pig iron	749,367	784,783
Run coal and coke iron	268,996	318,647
Charcoal iron	332,780	344,341

Total.....	1,351 143	1,447,771
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Of rails, there were manufactured in 1866, 430,778 tons, and in 1867, 461,420 tons.

The product, other than rails for 1866, was

	Tons.
Merchant bar and rod	276,192
Sheet	34,069
Plate	71,507
Hoop	16,459
Nails and spikes	147,625
Axles and other	49,559

Total.....	595,411
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The product of the forges was as follows: for 1866, 73,555 tons; for 1867, 73,073 tons. As near as we are able to estimate, the proportion of the above made direct from the ore was in 1866, 36,500 tons, and in 1867, 35,800 tons, making the grand total production of iron from the ore in 1866, 1,387,643 tons; in 1867, 1,483,571 tons.

Returns to be received will no doubt slightly modify the figures for 1867—those for 1866 are substantially correct.—*Bulletin of the American Iron and Steel Association, March 4.*

U. S. Internal Revenue.

The following is a brief statement of the entire receipts from internal revenue in the United States in each of the last fiscal years:

	1866.	1867.
Manufactures & products	\$178,356,661 37	\$146,223,673 66
Gross receipts	11,262,429 82	7,444,719 00
Sales	4,002,282 91	4,114,075 47
Special taxes	18,088,097 71	18,186,446 50
Income	72,982,159 08	66,014,429 34
Legacies	924,828 97	1,228,744 96
Successions	246,154 88	636,570 19
Schedule A	1,693,122 73	2,116,674 37
Bank circulation and deposits	3,464,038 05	2,046,562 46
Passports, &c.	31,759 00	28,217 00
Slaughtered animals	1,291,570 51	262,210 75
Special income tax	452,550 09
Fines, penalties, &c.	1,142,853 20	1,459,170 80
Stamps	15,044,373 18	16,094,718 00
Special Treasury agents	1,974,107 72	64,262 15
Total.....	\$810,906,984 17	\$265,920,474 65

F. C. ARMES, Esq., recently Chief Engineer on the Northern Central Railway, has been appointed Chief Engineer in the construction of the railroad between Columbia and Port Deposit, Residence at Columbia.

New Railroad Line from New Orleans to New York.

The New Orleans correspondent of the Chicago Tribune says that "the Wills Valley Railroad, forming a part of the line of the projected New Orleans, Mobile and Chattanooga Railroad, will be pushed forward into Alabama, between this and the first of July next. New York as well as New Orleans capital is embarked in the enterprise. Another railroad project is an air line railroad from New York to New Orleans. The gap betwixt Selma, Alabama and Dalton, Ga., is nearly finished, and looking to this end the President of the New Orleans and Selma road, Colonel R. M. Robertson, is having a survey pushed through to this point, and is here now just from a canvass of the route for donations of land. He reports a lively interest, and thinks as much as a million or eleven hundred thousand acres will be obtained to form a basis of operations. This line will bring us one hundred and seventy miles nearer New York than any other, and is looked upon by some of the most prominent New York capitalists as the line to force its way at an early day to Mazatlan, on the Gulf of California. This line is strongly backed by those interested in all the roads from Selma, Ala., to New York."

Pork and Beef Packing.

The following table shows the number of hogs packed in Chicago and Cincinnati for sixteen seasons:

Hogs PACKED IN CHICAGO AND CINCINNATI.

Season.	Chicago.	Cincinnati.
1852-'3	48,157	361,000
1853-'4	52,840	421,000
1854-'5	73,694	355,786
1855-'6	80,380	405,396
1856-'7	74,000	344,512
1857-'8	99,262	446,677
1858-'9	185,000	382,826
1859-'60	167,918	434,460
1860-'1	231,335	433,799
1861-'2	544,118	474,167
1862-'3	970,264	608,458
1863-'4	904,658	370,600
1864-'5	750,147	350,600
1865-'6	501,462	354,079
1866-'7	635,732	462,610
1867-'8	801,299	355,881

BEEVES PACKED IN CHICAGO.

Season.	No.	Season.	No.
1852-'3	21,663	1860-'1	25,209
1853-'4	25,431	1861-'2	55,212
1854-'5	22,691	1862-'3	42,163
1855-'6	28,972	1863-'4	70,086
1856-'7	14,938	1864-'5	92,495
1857-'8	34,875	1865-'6	23,728
1858-'9	45,505	1866-'7	26,993
1859-'60	51,899	1867-'8	33,852

Winchester and Potomac Railroad.

At the recently monthly meeting of the Baltimore Board of Trade, the following resolution was unanimously adopted:

"Resolved, That the board of trade regard the early construction of the proposed railroad between Winchester and Strasburg as of paramount importance to the city of Baltimore, and they confidently recommend and urge upon the part of their citizens the subscriptions necessary to build it."

This road is a link of only nineteen miles, and will cost \$400,000, of which subscriptions amounting to \$150,000 are already made. When finished, it will present an unbroken line of rail, connecting with the Baltimore and Ohio Railroad at Harper's Ferry, through the Valley of Virginia to Harrisonburg, affording to that rich and highly

cultivated section a cheap and expeditious route to Baltimore.

Lima and Logansport Railroad.

Articles of association of this corporation were filed in the office of the Secretary of State of the State of Indiana on the 3d of February. This company has a capital of \$2,000,000. The proposed line will run from Lima, Ohio, through the counties of Adams, Wells, Huntington, Wabash, Miami and Cass, to Logansport, Indiana, a distance of eighty miles.

Cedar Falls and Minnesota Railroad.

It is confidently expected that this road will be in running order from Cedar Falls to Charles City on the first of September next. All the grading is done to Nashua, and the balance, between Nashua and Charles City, is now being finished. Bridges, ties, and everything necessary to prepare for laying the iron is now being furnished.

Southwest Pacific Railroad.

ST. LOUIS, March 14.—The lower House of the Missouri Legislature yesterday passed what is known as the Fox-Baker bill, which gives the Southwest Pacific Railroad, in this State, to a number of Eastern capitalists, including some of the Fremont bondholders and several St. Louis gentlemen, who are to give all the rights and franchises of the road, including the lands, and are to complete it to the State line within a specified time.

Toledo, Akron and Atlantic Railroad.

This company was incorporated on the 28th of February last under the laws of the State of Ohio, with a capital of \$2,000,000 in shares of \$50 each, for the purpose constructing a railroad from Toledo to Akron, passing through the counties of Lucas, Wood, Sandusky, Seneca, Huron, Lorain, Medina and Summit. The corporators are: George W. Davis, Matthew Brown, J. K. Secor, Charles A. King, John R. Osborne, David L. King and Geo. T. Perkins.

Atlantic and Toledo Railroad.

This company was incorporated, under the laws of Ohio, on the 28th of February, for the purpose of building a railroad from Toledo to West Salem, passing through the counties of Lucas, Ottawa, Sandusky, Huron, Ashland, Medina and Wayne; capital stock, \$2,000,000, in shares of \$50 each, George W. Davis, Matthew Brown, Chas. A. King, J. K. Secor and John R. Osborne are the corporators.

The line of the American Central Railway from Fort Wayne to Kankakee, is now being surveyed by the engineers of the Pittsburg, Fort Wayne and Chicago Railway Co., which company will construct and equip the first 50 miles westward at their own expense, and break ground on the 1st of next May.

We learn from St. Louis that the St. Louis and Illinois and Illinois and St. Louis Bridge Companies have been consolidated, and that the work of bridging the Mississippi at that point will be pushed to a speedy completion. A new Board of Directors has been formed from the two old Boards, with C. Dickson, as President, Robert P. Tansey Secretary, *pro tem.*, and Capt. James B. Eads, Chief Engineer. Capt. Eads plan has been adopted.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Last Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Last Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,675,139	-----	-----	Hartford and New Haven.100	\$3,000,000	J.A.J&O	Jan.'68 2	Portl., Saco & Portsmouth.100	\$1,500,000	J. & D.	Dec.'67 2
Allegheny Valley50	1,498,400	-----	-----	Bannibal and St. Joseph.100	1,900,000	Do.	-----	Providence & Worcester.100	1,800,000	J. & J.	Jan.'68 4
Alton and St. Louis....100	125,000	J.A.J&O	Oct.'67 12	do. pref.100	5,253,830	-----	-----	Reading and Columbia.100	66,5018	F. & A.	-----
Atlanta and West Point.100	1,232,200	J. & J.	Jul.'67 3	Hanover Branch.....50	116,850	M. & N.	Nov.'67 5	Rensselaer and Saratoga.100	60,000	A. & O.	Apr.'68 3
Atlantic & N. Carolina ...100	5,545,225	-----	-----	Housatonic.....100	820,000	-----	-----	Richmond and Danville.100	2,000,000	-----	-----
Atlantic & Gt. Western ..50	11,522,150	-----	-----	" pref.100	1,180,000	J. & J.	Jan.'68 4	Richmond and Petersburg.100	847,000	-----	-----
" " " prof.50	1,918,000	-----	-----	Hudson River.....100	13,937,100	A. & O.	Oct.'67 12	Rich., Fred. and Potomac.100	1,041,800	-----	-----
Atlantic & St. Lawrence.100	2,494,900	J. & J.	Jan.'68 2	Hazleton.....100	1,615,000	F. & A.	Feb.'68 3	Rockport.....100	88,400	-----	Nov.'67 2
Augusta and Savannah...100	738,700	J. & J.	Jul.'67 3	Huntingdon & B'd Top.50	494,380	J. & J.	J'n.'68 3	Rome, Watert. and Og'nb.100	2,385,500	J. & J.	Jan.'68 5
Baltimore and Ohio....100	16,151,925	A. & O.	Oct.'67 4	" " pref.50	190,750	F. & A.	Feb.'68 3	Rutland preferred.100	100	F. & A.	F'b.'68 3
Do. Washington Br....100	85,000	A. & O.	Oct.'67 5	Illinois Central.....100	23,386,150	F. & A.	Feb.'68 3	S. L. Alt. and T. Haute.100	2,800,000	-----	-----
Baltimore City Passenger..	670,000	-----	-----	Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep.'67 4	St. L. Alt. and T. Haute.100	1,700,000	-----	-----
Boston and Chelsea....100	110,000	A. & O.	Oct.'67 4	Jefferson's Mad. & Ind.100	2,000,000	J. & J.	Jan.'68 4	St. L. Jack'nv. and Chic'o.100	1,469,422	-----	-----
Bellefontaine Line.....100	4,420,000	F. & A.	Aug.'67 3	Joliet and Chicago.100	1,500,000	J.A.J&O	Oct.'67 12	Sandusky and Cincinnati.100	2,089,000	-----	-----
Belvidere Delaware.....100	997,112	-----	-----	Joliet & North. Indiana.100	300,000	J. & J.	Jan.'68 4	" pref.100	383,073	M. & N.	Nov.'67 3
Berkshire*.....100	600,000	J.A.J&O	Jan.'68 12	Lackawanna & Bloomsb.100	1,235,000	J. & J.	Jan.'67 6	Sand. Mansf. and Newark.100	900,000	-----	-----
Blossburg & Corning.50	250,000	J. & D.	Dec.'67 2	Lehigh and Mahanoy.50	2,158,565	M. & N.	M'y.'67 5	Saratoga and Hudson R.100	1,020,000	A. & O.	Apr.'68 3
Boston, Concord & Mont.100	459,000	-----	-----	Lehigh Valley.....50	5,104,050	J. & J.	J'n.'68 2	Saratoga and Whitehal.100	500,000	-----	-----
Do. do. pref.100	1,340,400	M. & N.	Nov.'67 3	Lehigh Luxerne.....50	344,560	J. & J.	Jan.'68 4	Savannah and Charleston.100	1,000,000	-----	-----
Boston and Lowell.....100	1,830,000	J. & D.	Dec.'67 4	Lexington & Frankfort.100	514,646	M. & N.	D'C.'67 4	Schuylkill and Susqueh'n.100	1,269,150	-----	-----
Boston and Maine.....100	4,076,974	J. & J.	Jan.'68 5	Little Miami.....50	3,572,400	J. & J.	Jan.'68 2	Second and Third St.(Ph.)50	576,050	J. & J.	Jan.'68 2
Boston and Providence...100	3,660,000	J. & J.	Jan.'68 5	Lomb. and South St.(Ph.)25	90,000	F. & M.A.N.	Aug.'66 2	Scabord and Roanoke.100	868,200	-----	-----
Boston and Worcester...100	4,500,000	J. & J.	Jan.'68 5	Long Island.....50	3,000,000	J. & J.	Jul.'67 10	Second Avenue (N. Y.)....100	670,000	A. & O.	Oct.'66
Broadway (Boston)....150	325,000	J. & J.	Jan.'68 5	Long Branch & Sea Shore.100	45,638	J. & J.	Jul.'67 10	Shamokin V. and Pottsv.*50	869,450	F. & A.	Feb.'68 3
Broadwy & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul.'67 5	Louisv., Cin. and Lex. pr.100	95,194	J. & J.	Jan.'68 4	Sixth Avenue (N. Y.)....100	750,000	-----	Nov.'67 5
Brooklyn City.....100	1,000,000	F. & A.	A.'67 8	Louisv. and Frankfort.100	1,099,594	J. & J.	Oct.'67 3	South Carolina.....100	2,818,275	-----	-----
Brooklyn City & Newtn.100	394,800	-----	-----	Louisv. and Nashville.100	5,500,000	F. & A.	Feb.'68 4	South Shore.....100	256,655	-----	-----
Buff., New York & Erie*100	850,000	M. & N.	N'v'y.'67 3	Louisv., N. Alb. & Chicago.100	2,800,000	J. & J.	Oct.'67 3	South Western, Georgia.100	3,203,400	F. & A.	Aug.'67 4
Buffalo and State Line...100	2,200,000	F. & A.	Feb.'68 5	Lowell and Lawrence.100	200,000	A. & O.	Oct.'67 3	Southern Mississippi....100	1,000,000	-----	-----
Cambridge Horse (Bostn)100	7,780	A. & O.	O.'67 4	Macon and Western.100	1,500,000	J. & J.	Jan.'68 4	Taunton Branch.....100	660,000	J. & J.	Jul.'67 4
Camden and Amboy.50	6,842,200	F. & A.	Feb.'68 5	Maine Central.....100	1,600,860	F. & A.	Oct.'67 3	Tennessee and Alabama.100	555,922	-----	-----
Cape Cod Branch.....50	721,926	J. & J.	Jan.'68 3	Manchester & Lawrence.100	1,000,000	M. & N.	Terre Haute and Indiana.100	1,983,150	J. & J.	Jan.'68 8	
Catawissa, pref.....50	1,160,000	A. & O.	Oct.'67 3	Marietta & Cincinnati.50	2,029,728	J. & S.	Third Avenue (N. Y.)....100	1,750,000	J. & J.	Jan.'68 8	
Catawissa, pref.....50	2,200,000	J. & J.	Jan.'68 4	" 1st pref.50	6,586,136	M. & S.	Thirteenth and Fif. (Ph.)50	1,650,000	J. & J.	Jan.'68 1	
Chicago & G. Eastern.50	589,110	A. & O.	Oct.'67 3	" 2d pref.50	4,051,744	M. & S.	Tol., Peoria and Warsaw.100	1,700,000	-----	-----	
Central of Georgia.....100	4,666,300	J. & J.	Jul.'67 3	Memphis and Charleston.100	5,312,725	M. & S.	" 1st pref.100	908,176	-----	-----	
Central of New Jersey....100	13,000,000	J.A.J&O	Jan.'68 2	Memphis and Ohio.....100	100	F. & A.	" 2d pref.100	5,400,000	-----	-----	
Central Ohio.....100	400,000	J. & D.	Dec.'67 3	Metropolitan (Boston)....100	1,250,000	J. & J.	Jan.'68 5	Union Pacific (E. D.)....100	1,000,000	M. & N.	N.'67 8
Do. pref.100	-----	Con. Park, N. & E. River.100	970,000	Michigan Central.....100	7,502,866	J. & J.	Jan.'68 5	Union Pacific (Cent. Br.)....100	607,111	-----	-----
Charlotte & S. Carolina.100	1,201,000	-----	-----	" guaranteed.100	787,700	F. & A.	Aug.'67 5	Troy and Greenbush*.100	274,400	J. & D.	Jun.'67 3
Chemung*.....100	380,000	-----	-----	Mobile and Ohio.....100	3,588,300	J. & J.	Jan.'68 4	Troy, Salem and Rut'd*.100	800,000	A. & O.	Apr.'68 3
Cheshire, preferred.....100	2,017,325	Annual	J'n.'68 3	Montgomery & W. Point.100	1,419,769	F. & A.	Feb.'67 6	Union Transport'n (Bos.)100	200,000	-----	-----
Chicago and Alton.100	3,886,843	M. & S.	Mar.'68 5	Morris and Essex.100	5,500,000	F. & A.	Feb.'67 3	Union Pacific.....100	-----	-----	-----
Chicago and Alton.100	3,886,843	M. & S.	Mar.'68 5	Nashua and Lowell.100	600,000	M. & N.	Feb.'68 3	Union Pacific (E. D.)....100	-----	-----	-----
Chicago, Burl. & Quincy.50	19,183,010	M. & S.	Sep.'67 25	Nashville & Chattanooga.100	2,056,544	J. & J.	Jan.'68 5	Union Pacific (Cent. Br.)....100	1,000,000	M. & N.	N.'67 8
Chicago and G. Eastern.100	4,390,000	-----	-----	Naugatuck.....100	1,100,000	F. & A.	Feb.'68 1	Utica and B'ck River.100	884,400	J. & J.	Jan.'68 4
Chicago, Iowa & Nebraska.100	1,000,000	-----	-----	New Bedford & Taunton.100	500,000	J. & J.	Feb.'67 5	Vermont and Canada*....100	2,250,000	J. & D.	Dec.'67 4
Chicago and Milwaukee*100	2,227,000	-----	-----	New Haven & N. London.100	738,588	J. & J.	Jan.'68 4	Vermont Central.....100	8,000,000	-----	-----
Chicago & N. Western....100	15,180,927	Annual	Dec.'66 7	New Haven & Northampton.100	1,224,000	J. & J.	Jan.'68 3	Vermont and Massachus't.100	2,000,000	J. & J.	J'n.'68 1
" " " pref.100	12,994,719	A. & O.	Oct.'67 5	New Jersey.....100	5,000,000	F. & A.	Feb.'67 5	Vermont Valley.....100	518,164	-----	-----
Chicago, R. I. & Pacific.100	9,100,000	J. & D.	Oct.'67 5	New London Northern.100	355,000	F. & A.	Feb.'67 3	Virginia Central.....100	3,535,679	-----	-----
Chi., Ham. & Dayton....100	3,129,100	A. & O.	Oct.'67 5	New London Northern.100	355,000	M. & S.	Mar.'68 4	Virginia and Tennessee.100	3,451,815	-----	-----
Cincinnati City Passenger.....	-----	J'n. & Jly.	Jan.'68 2	New York Central.....100	1,024,000	F. & A.	Feb.'68 3	Western (Mass.)....100	6,710,800	J. & J.	Jan.'68 5
Chicago, Burl. & Quincy.50	1,600,350	J. & J.	Jan.'68 3	New York and Harlem.100	5,265,050	J. & J.	Jan.'68 4	Western Union.....100	2,687,237	-----	-----
Cincinnati and Zanesville.50	1,600,350	J. & J.	Jan.'68 3	" pref.50	1,500,000	J. & J.	Jan.'68 3	West Jersey.....100	731,050	-----	Feb.'68 4
Citizens' Passenger (Phil.)50	192,750	J. & J.	Jan.'68 3	" pref.50	1,500,000	J. & J.	Jan.'68 3	West Philadelphia.....100	249,100	J. & J.	Jan.'68 5
Clev., Col. & Cincinnati.100	6,000,000	F. & A.	Feb.'68 4	Mobile and Ohio.....100	3,588,300	J. & J.	Feb.'67 5	Wilm. and Macchester.100	1,130,470	-----	-----
Cleveland & Mahoning*....50	2,044,600	M. & N.	Nov.'67 4	Montgomery & W. Point.100	1,419,769	F. & A.	Feb.'67 3	Wilm. and Weldon.100	1,340,233	-----	-----
Cleveland, Palms. & Ashtn.100	5,000,000	J. & J.	Jan.'68 3	New Jersey.....100	5,000,000	F. & A.	Feb.'67 3	Worcester and Nashua.100	1,141,000	J. & J.	J'n.'68 5
Cleveland and Pittsburgh*50	5,403,911	-----	-----	New London Northern.100	355,000	M. & S.	Mar.'68 4	-----	-----	-----	-----
Cleveland and Toledo*....50	4,841,600	J. & J.	Jan.'68 3	New York Central.....100	4,098,425	J. & J.	Jan.'68 4	-----	-----	-----	-----
Col. & Indianapolis Can....100	4,000,000	J.A.J&O	O.'67 2	New York and Harlem.100	6,000,000	J. & J.	Jan.'68 5	-----	-----	-----	-----
Columbus and Xenia*....50	1,782,200	J. & J.	Jan.'68 5	" pref.50	1,500,000	J. & J.	Jan.'68 5	-----	-----	-----	-----
Concord.....100	1,500,000	M. & N.	Nov.'67 5	Ohio and Mississippi.....100	20,222,64	J. & J.	Jan.'68 3	-----	-----	-----	-----
Concord & Portsmouth....100	350,000	J. & J.	Jan.'68 5	Ohio and Mississippi.....100	3,607,197	Annual	Jan.'67 7	Old Colony & Newport.100	4,848,300	J. & J.	Jan.'68 3
Coney Island & Brooklyn.100	500,000	-----	-----	Old Colony & Newport.100	281,550	J. & J.	Jan.'68 3	Orange and Newark.100	2,052,083	-----	-----
Conn. & Passump. Rivers.100	1,673,300	Do.	pref.100	Orange and Newark.100	281,550	F. & A.	Feb.'68 3	Susq. and Tide Water.100	2,907,850	-----	-----
Connecticut River.....100	1,650,000	J. & J.	Jan.'68 4	Osgoodb. & L. Champ'n.100	3,077,000	J. & J.	Feb.'67 4	Union.....100	-----	-----	-----
Cumberland Valley.....50	3,136,900	A. & O.	Oct.'67 4	" pref.100	641,200	A. & O.	Oct.'67 4	" preferred.100	50	-----	-----
Danbury and Norwalk....100	306,900	-----	-----	Ohio and Mississippi.....100	20,222,64	Jan.'67 7	W. Branch and Susq.100	5,100,000	J. & J.	Jan.'65 5	
Dayton and Michigan*....100	2,384,941	J. & J.	Jan.'68 3	" pref.100	3,607,197	Jan.'67 7	Wyoming Valley.....100	800,000	J. & J.	Irregular	
Delaware.....100	406,132	J. & J.	Jan.'68 3	Old Colony & Newport.100	281,550	F. & A.	Feb.'68 3	-----	-----	-----	Oct.'67 4
Del., Lackaw & Western.100	12,288,560	J. & J.	Jan.'68 5	Orange and Newark.100	281,550	J. & J.	Jan.'68 3	-----	-----	-----	-----
Dos Moines Valley.....100	1,550,050	-----	-----	Panama.....100	7,000,000	J. & J.	Jan.'68 3	-----	-----	-----	-----
Detroit & Milwaukee*....100	452,536	F. & A.	Feb.'68 4	Panama.....100	248,000	J. & J.	Jan.'68 3	-----	-----	-----	-----
" " " pref.100	1,500,000	-----	-----	Paterson and Ramapo.100	1,507,860	J. & J.	Jan.'68 3				

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

Fiscal year ending.	Length.				Equipment.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness.	Earnings.	Market Price.	
	Completed : equi-p. m.	In progress or m.	Projected : No.	Cars.								
	m.	m.	No.	No.								
30 Nov.'67	3.53	—	—	—	MASSACHUSETTS.		\$	\$	\$	\$	\$	
30 Nov.'67	6.84	—	265	38	Boston and Chelsea	110,000	119,000	—	8,800	7,396	6.8	37
30 Nov.'67	28.31	—	—	—	Broadway, Boston	402,468	325,000	64,386	187,427	29,460	9.5	58
30 Nov.'67	3.99	—	48	8	Cambridge	87,894	727,800	150,000	94	9.0	99	
30 Nov.'67	12.50	—	196	32	Lowell (Horse)	66,908	55,830	—	1,886	27,268	5,538	
30 Nov.'67	2.26	—	—	—	Lynn and Boston	269,426	200,000	50,000	48,954	164,987	loss.	10
30 Nov.'67	2.26	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	25
30 Nov.'67	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	
30 Nov.'67	3.08	—	—	—	Medford and Charlestown	38,600	21,000	8,000	23,442	2,240	50	25
30 Nov.'67	42.99	—	701	166	Metropolitan (Boston)	1,523,226	1,250,000	—	183,198	726,709	129,635	10
30 Nov.'67	7.21	—	254	42	Middlesex (Boston)	99,685	400,000	41,589	79,694	188,086	10,087	44
30 Nov.'67	3.25	—	23	7	Northampton & Williamsburg	300,000	300,000	—	2,818	14,278	1,125	
30 Nov.'67	2.18	—	6	2	North Woburn street	27,242	17,300	—	13,500	368	loss.	
30 Nov.'67	6.45	—	55	9	Quincy	136,840	71,600	68,424	57,592	28,226	loss.	
30 Nov.'67	7.15	—	50	17	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	
30 Nov.'67	3.74	—	—	—	Somerville	75,000	75,000	—	4,500	4,500	6	39
30 Nov.'67	2.61	—	12	3	Stoneham street (Boston)	37,300	33,000	—	8,589	89	—	
30 Nov.'67	6.84	—	—	—	Suburban	95,000	5,000	(Inc. in Mal. & Mcrose.)	—	—	—	
30 Nov.'67	440	—	68	—	Union (Transportation)	36,870	200,000	24,000	117,842	368,561	13,015	6
30 Nov.'67	2.76	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4
30 Nov.'67	4.06	—	44	9	Worcester	89,578	75,800	72,000	26,000	—	—	
31 Jan.'68	3.0	3.0	45	7	CONNECTICUT.							
31 Dec.'67	8.5	—	11	3	Fairhaven and Westville	109,000	100,000	—	—	—	8	
31 Dec.'67	—	—	—	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	
31 Dec.'67	—	—	—	—	NEW YORK.							
30 Sep.'66	9.65	—	87	6	Albany	118,622	89,850	40,000	—	46,366	1,841	
30 Sep.'66	25.00	—	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	251,424	103,590	100
30 Sep.'66	10.76	—	—	—	Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,26	23,408	8
30 Sep.'66	14.00	—	—	—	Broadway & 1st Ave., N. Y.	3,492,826	2,100,000	150,000	—	677,196	268,445	4
30 Sep.'66	8.00	—	18	—	Brooklyn & Coney Is'd	153,414	99,850	80,000	72,872	27,901	7,567	100
30 Sep.'66	24.00	—	51	22	Brooklyn Central & Jamaica	99,758	488,100	482,810	32,185	196,041	25,709	100
30 Sep.'66	57.63	1.90	196	—	Brooklyn City	1,388,369	1,000,000	170,000	—	1,03194	356,656	12
30 Sep.'66	11.75	4.00	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,785	128,224	19,566	100
30 Sep.'66	0.09	9.41	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	
30 Sep.'66	4.50	—	14	—	Brooklyn City & Rock. B'ry	124,586	102,150	35,000	—	8,667	4,662	
30 Sep.'66	24.00	—	114	12	Cent' Pk. N. & E. Riv. (N. Y.)	1,608,459	970,000	550,000	21,303	555,008	127,893	2
30 Sep.'66	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	100
30 Sep.'66	2.00	—	—	—	Cohoes & Waterford	—	50	—	—	—	—	
30 Sep.'66	19.75	—	—	—	Coney Island & Brooklyn	643,099	500,000	148,000	36,545	123,014	loss.	100
30 Sep.'66	23.23	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,651	89,549	—	100
30 Sep.'66	6.00	—	—	—	East & North River (W.C.O.)	660	650	—	—	—	—	
30 Sep.'66	18.00	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	—	725,724	61,207	9
30 Sep.'66	12.00	—	42	—	Grand st. & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5
30 Sep.'66	4.52	—	—	—	Grand st. & Newtown (W.G.)	—	—	—	—	—	—	
30 Sep.'66	10.00	—	17	2	Harlem Br. Moris'a & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	100
30 Sep.'66	3.00	—	—	—	Hudson Av. & Prospl. P'k	—	(Com pleted Sept., 1867.)	—	—	—	—	
30 Sep.'66	12.20	—	30	—	Ninth Avenue	445,295	797,320	112,000	—	73,276	loss.	100
30 Sep.'66	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	
30 Sep.'66	11.00	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	100
30 Sep.'66	16.00	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	100
30 Sep.'66	8.87	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	150,000	—	522,705	loss.	5
30 Sep.'66	3.00	—	100	—	South Brooklyn & Berg. St.	8	—	—	—	—	—	
30 Sep.'66	17.60	—	170	—	Third Avenue (N. Y.)	2,406,509	1,700,000	1,098,003	70,000	260,333	12	100
30 Sep.'66	5.00	—	50	—	Third Avenue & Fordam	975	975	—	—	—	—	
30 Sep.'66	4.46	—	—	—	Troy and Cohoes	50,000	50,000	—	(Lease d.)	—	—	
30 Sep.'66	6.50	—	—	—	Troy and Lansingburg	—	(no report.)	—	—	—	—	
30 Sep.'66	1.75	—	4	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	
30 Sep.'66	—	—	—	—	V. Brunt st. & Erie Bas'n (Bk'n)	62,000	50,000	50,000	—	15,850	390	
30 Sep.'66	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	
30 Sep.'66	—	—	4.00	—	West Shore	1,457	2,200	—	—	—	—	
31 Dec.'62	5.32	—	7	—	NEW JERSEY.							
31 Dec.'62	5.05	2.50	—	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	
31 Dec.'62	10.47	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,988	3
31 Dec.'62	17.00	150	22	—	Jersey City & Bergen Point	618,296	287,550	300,000	30,750	124,679	30,566	50
31 Dec.'62	5.80	—	8	—	Orange and Newark	100,000	40,000	60,000	—	—	—	
31 Dec.'62	—	—	—	—	West Hoboken & Hoboken	—	—	—	—	—	—	
31 Oct.'66	9.23	—	144	26	PENNSYLVANIA.							
31 Oct.'66	6.74	—	—	—	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20
31 Oct.'66	16.43	271	49	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,756	6,184	loss.	
31 Oct.'66	34.41	367	59	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6
31 Oct.'66	5.47	120	25	—	Germantown	481,335	112,245	350,000	36,294	294,685	121,721	20
31 Oct.'66	4.63	191	33	—	Girard College (Phila.)	81,612	160,000	—	104,934	17,340	154	36
31 Oct.'66	4.63	212	25	—	Green & Coates st. (Phila.)	232,963	150,000	100,000	—	166,792	51,984	18
31 Oct.'66	19.00	390	56	—	Harrisburg City	55,874	41,114	9,500	4,824	11,463	507	26
31 Oct.'66	19.00	105	18	—	Hestonv., Mantua & Fairmt'	183,600	8,250	242,181	30,588	—	50	10
31 Oct.'66	1.25	90	10	—	Lombard & South st. (Phila.)	160,189	90,000	60,200	4,500	67,450	20,166	25
31 Oct.'66	5.82	45	10	—	Lombard & Darby	118,383	100,000	17,000	—	39,291	18,479	20
31 Oct.'66	7.00	—	241	—	Philadelphia City	396,255	255,000	140,000	31,265	191,325	61,522	50
31 Oct.'66	7.50	176	19	11	Pitts., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16
31 Oct.'66	8.90	75	12	—	Pittsburgh and Birmingham	72,909	68,000	10,600	—	80,135	29,938	20
31 Oct.'66	8.00	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,026	7,879	4
31 Oct.'66	3.60	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	(op. by S. & P.)	—	—	
31 Oct.'66	19.33	455	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	47,923	131,588	50
31 Oct.'66	5.82	95	9	17	17th & 19th st. (Phila.)	114,368	12					

AMERICAN RAILROAD JOURNAL.

NATIONAL AND STATE SECURITIES.

Interest.							Interest.						
Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.	Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.				
*Indicates that no interest is paid.													
National Securities, Mar. 1, 1862.					Massachusetts—State Almshouse Loan—	100,000	5	May & Nov.	1872				
Loan of Jan. 28, 1847 registered					S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104			
Loan of March 31, 1848 registered					Bach. Bay Land Loan	220,000	5	May & Nov.	1882				
" " " coupon					Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868				
Texas Indemnity, of Sep. 9, 1850 coupon	256,000		presentation.		Funding Loan	75,000	6	June & Dec.	1868				
Loan of June 14, 1855 registered	20,000,000	5	Jan. & July.		" "	172,000	6	" "	'70-'72	120			
" " " coupon					Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117			
Loan of June 22, 1860 registered	7,922,000	5	" "		Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	117			
" " " coupon					Union Fund Loan	600,000	5	Jan. & July.	1883	106			
Loan of Feb. 8, 1861 registered	18,415,000	6	" "		Coast Defense Loan	888,000	5	" "	1893	102			
" " " coupon					Bounty Fund Loan	200,000	5	" "	1894	107			
Oregon War Bonds of March 3, 1861	1,016,000	6	" "		" " " " sterling	4,379,500	5	May & Nov.	1894	107			
" " " " yearly					Union Fund Loan	3,996,000	6	" "	1894	107			
Loan of July 17, 1861 registered	284,245,000	6	Jan. & July.		" " " " "	850,000	6	Jan. & July.	'71-'72				
" " " " coupon					" " " " "	2,500,000	6	" "	'74-'76	120			
Loan of Feb. 25, 1862 (5-20s) registered		6	May & Nov.		War Loan (currency)	2,113,000	5	Mar. & Sept.	'71-'86	104			
" " " " coupon					Western R.R. Loan (sterling)	4,819,520	5	April & Oct.	'68-'71				
Loan of March 2, 1864 (5-20s) registered	1,407,321,800	6	May & Nov.		Eastern R.R. Loan	257,000	5	Jan. & July.	'68-'71				
" " " " coupon					Southern Vermont R.R.	200,000	5	April & Oct.	1890				
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.		Troy and Greenf'd R.R.	968,500	5	" "	'91-'93				
" " " " coupon					" " " " (stg.)	554,186	5	" "	'88-'90				
2d series (5-20s) registered		6	Jan. & July.		Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93			
" " " " coupon					Renewal Bonds	216,000	6	" "	1878				
3d series (5-20s) registered		6	Jan. & July.		Two Million Loan Bonds	1,750,000	7	" "	'78-'83	95			
" " " " coupon					" " " " "	250,000	7	" "	1888				
Loan of March 8, 1864, (10-40s) registered	185,762,400	5	Mar. & Sept.		War Loan Bonds	1,111,500	7	May & Nov.	1890				
" " " " coupon					Bounty Loan Bonds	463,000	7	" "	1890				
Pacific R.R. Bonds (currency)	22,470,000	6	Jan. & July.		Railroad Loan Bonds	2,275,000	6	Jan. & July.	1877				
Treasury Notes (7-30s) June 30, '64: 2d series	202,951,100	7.3	June & Dec.		State Building Loan	100,000	7	" "	1883				
" " " " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.		" " " " (Union Bank)	2,000,000	6	" "	'41-'71				
Matured Debt not presented					Mississippi—State Bonds (Planters' Bank)	5,000,000	6	Var.					
Gold Certificates of Deposit	25,699,360		presentation.		Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	87			
Compound Interest Notes 1864-'65	46,244,780	6	At maturity.		Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	82			
United States Notes (greenbacks)	363,157,747				Pacifico R.R.	7,000,000	6	" "	'81-'87	87			
Three per cent. certificates	25,585,000				Southwestern R.R.	4,500,000	6	" "	'85-'87				
Fractional currency	32,307,947				North Missouri R.R.	4,350,000	6	" "	'82-'87				
Navy Pension Fund	18,900,000				Iron Mountain R.R.	3,500,000	6	" "	'88-'89				
State Securities, latest.					" " " " Cairo and Fulton R.R.	650,000	6	" "	'85-'87				
Alabama—State Bonds coupon	168,000	6	May & Nov.		Plate County R.R.	700,000	6	" "	1887				
" " " " (extended) "					New Hampshire—War Loan of July 1, 1861.	1,184,100	6	Jan. & July.	'67-'78	100			
" " " " (funded coup.) "	1,941,000	5	" "		" " " " Sept. 1, 1864.	600,000	6	May & Nov.	'84-'89	100			
" " " " (sterling) "	437,850	5	" "		Oct. 1, 1866.	609,500	8	April & Oct.	'67-'74	99			
" " " " (") "	648,000	5	Jan. & July.		July 1, 1866.	500,000	8	Jan. & July.	1869	99			
Arkansas—Bank Loan (real estate) coupon	899,000	6	April & Oct.		New Jersey—War Loan of 1861 (free).	1,798,900	6	" "	'67-'84	100			
" " " " (State Bank) "					" " " " 1863 (")	1,002,900	6	" "	'86-'90	100			
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.		" " " " 1864	793,400	6	" "	'97-'02	103			
" " " " 1860					New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103			
" " " " Soldiers Relief Bonds	1,548,500	7	" "		Bounty Fund Bonds coupon	2,552,000	7	J. A. J. & O.	1877	104			
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.		General Fund Bonds	1,192,500	8	" "	1877	104			
" " " " Oct. 1861					" " " " "	500,000	8	" "	1888				
" " " " Nov. 1863	2,000,000	6	" "		" " " " "	800,000	6	" "	1878	100			
" " " " May, 1864	2,000,000	6	April & Oct.		Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	101			
" " " " May, 1865 (free)	2,000,000	6	" "		" " " " "	6,000,000	6	" "	1873	101			
Florida—State Bonds coupon	370,817	8	Jan. & July.		" " " " "	2,250,000	6	" "	1874	104			
" " " "		7	" "		" " " " "	1,460,000	6	" "	1874	191			
Georgia—State Bonds (Railroad) coupon	275,000	7	various.		General Fund Bonds	909,607	5	Jan. & July.	1868				
" " " " (Act Mar. 12, '66)	3,030,000	7	Jan. & July.		" " " " "	42,960	5	May & Nov.	1868				
" " " " (Railro d.)	1,569,000	6	" "		" " " " "	900,000	5	Jan. & July.	1875	91			
" " " " (Railroad)	734,000	6	Feb. & Aug.		" " " " "	800,000	5	" "	1878				
" " " " (Sterling)	72,000	5	Mar. & Sept.		Cana und Bonds	1,163,000	5	J. A. J. & O.	1868				
Illinois—Ill. and Mich. Canl. coupon	1,157,223	6	Jan. & July.		" " " " "	167,000	5	" "	1871				
" " " " registered	1,229,677	6	" "		" " " " "	4,500,000	5	" "	1874	93			
" " " " State Bonds					" " " " "	366,000	6	Various	'69-'78	65			
" " " " War Loan Bonds	275,000	7	various.		" " " " "	8,334,000	6	Jan. & July.	'81-'90				
Kansas—State Bonds coupon	99,945	7	Jan. & July.		" " " " "	650,000	6	April & Oct.	'90-'91				
" " " " War Loan Bonds	500,000	7	Jan. & July.		" " " " "	2,500,000	6	Jan. & July.	1900				
Indiana—State Bonds coupon	1,191,922	24	Jan. & July.		Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868				
" " " "					" " " " "	1,600,000	6	" "	1868				
Iowa—State Bonds coupon	3,829,936	5	Jan. & July.		" " " " "	4,995,309	6	" "	1875	01			
" " " "					" " " " "	2,400,000	6	" "	1881	102			
Iowa—State Bonds coupon	180,000	6	May & Nov.		Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875				
" " " " War Loan Bonds	300,000	7	Jan. & July.		" " " " "	4,993,000	5	Various	'77-'82	97			
Kentucky—State Bonds coupon	99,945	7	Jan. & July.		" " " " "	5,03,052	5	" "	'68-'70	99			
" " " "					" " " " "	400,000	6	April & Oct.	1879				
Kansas—State Bonds coupon	99,945	7	Jan. & July.		" " " " "	92,850	5	Jan. & July.	1877				
" " " " War Loan Bonds	300,000	7	Jan. & July.		" " " " "	99,480	5	" "	1877				
Louisiana—State Bonds (Banks) coupon	4,882,983	6	Mar. & Sept.		3d series	720,983	5	" "	1878				
" " " " (Railroads)	2,928,200	6	Feb. & Aug.		1st series	4,097,150	6	" "	1874	104			
" " " " (Schools, &c.)	655,000	6	various.		2d series	7,099,520	6	" "	1882	106			
" " " " (Lev es.)	1,000,000	6	Jan. & July.		3d series	9,270,017	6	" "	1892	103			
" " " " (New)	892,800	6	various.		" " " " "	2,000,000	6	" "	1871	104			
Maine—Mass. Land Debt of '63	150,000	5	October.		Military Loan Bonds	2,000,000	6	Feb. & Anz.	1871	104			
" " " " Civil Loans of 1855-'66	174,000	6	Mar. & Sept.		" " " " "	463,500	6	April & Oct.	1871	104			
" " " " 1857-'61	111,000	6	various.		" " " " "	1,196,000	6	Mar. & Sept.	1882	94			
" " " " War Loan of 1861	800,000	6	" "		" " " " "	239,177	5	April & Oct.	1883	101			
" " " " 1863	525,000	6	Mar. & Sept.		" " " " "	1,706,000	6	" "	1883	101			
" " " " Bounty Loan of 1863	4,500	5	Feb. & Aug.		" " " " "	917,000	6	Jan. & July.	1884				
" " " " War Loan of 1864	2,832,500	6	June & Dec.		" " " " "	798,838	6	J. A. J. & O.	'68-'70				
Maryland—State Bonds (Balt. & Susq. R.R.)	3,155,103	5	I. A. J. & O.		" " " " "	3,275,000	6	Jan. & July.	1871	90			
" " " " (S. & T. W. Can.) sterl.	1,017,622	5	" "		" " " " "	1,210,303	6	" "	1887				
" " " " (Balt. and Ohio R.R.)	24,000	5	" "		" " " " "	1,949,430	5	April & Oct.	1888	604			
" " " " (C. and O. Can.) sterl.	1,405,507	5	" "		" " " " "	239,177	5	" "	1888				
" " " " (R. R. various) "	120,000	5	" "		" " " " "	1,706,000	6	" "	1888				
" " " " cursey.	159,974	5	" "		" " " " "	917,000	6	Feb. & Anz.	1884				
" " " " (B. & O. R.R.) cursey.	3,277,389	5	" "		" " " " "	4,097,150	6	" "	1874				

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total		
Atlantic and Great Western :															
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,238	353,344	328,828	8,235,492		
1865	289,445	347,211	452,340	366,045	472,493	410,800	493,882	596,584	641,481	675,446	634,243	576,365	8,525,535		
1866	475,641	433,279	386,991	412,521	464,507	492,243	466,898	568,589	533,160	599,670	474,056	388,573	5,696,119		
1867	377,852	380,190	482,555	407,018	485,102	383,396	400,550	461,879	483,177	489,917	474,134	360,841	5,167,371		
1868	394,771	395,286	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
Chicago and Alton :															
1863	109,850	101,355	104,872	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,204	1,673,706		
1864	100,991	154,419	196,303	162,723	178,788	206,090	224,257	312,165	364,554	320,879	307,903	282,015	2,710,484		
1865	280,508	275,288	299,063	268,480	322,278	356,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092		
1866	226,158	222,241	290,111	266,249	229,851	371,544	321,597	387,269	322,658	360,223	323,080	271,247	3,666,168		
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,592,861		
1868	250,539	296,496	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
Chicago, Rock Island and Pacific :															
1863	140,024	130,225	122,512	126,798	144,995	170,937	189,142	160,306	210,729	216,030	196,435	201,134	1,959,267		
1864	158,736	175,482	243,150	186,013	198,679	243,178	224,980	307,874	375,960	324,866	336,617	321,037	3,065,470		
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	359,489	307,523	270,073	201,779	3,813,514		
1866	241,395	185,385	257,230	209,099	277,500	306,698	288,926	317,977	400,941	428,474	345,028	260,268	3,466,922		
1867	292,047	224,021	272,451	280,233	251,916	261,488	274,800	404,500	566,403	558,200	415,400	351,600	4,153,912		
1868	283,600	281,900	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
Chicago and Northwestern :															
1863	-----	-----	-----	-----	-----	-----	-----	386,100	281,334	296,189	473,186	551,122	435,945	407,688	2,811,544
1864	278,876	317,839	390,355	421,363	466,530	565,148	480,710	519,306	662,605	729,159	716,378	563,400	6,114,566		
1865	641,006	482,164	498,296	488,558	588,623	747,942	702,681	767,508	946,707	932,682	754,671	647,812	7,976,490		
1866	523,568	399,017	523,745	537,519	858,448	928,983	808,524	797,475	1,000,086	1,200,218	1,010,822	712,359	9,299,430		
1867	696,147	574,664	765,398	774,279	895,712	891,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348		
1868	741,926	800,787	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
Des Moines Valley :															
1866	40,129	29,102	37,501	39,600	40,468	38,630	41,212	42,580	65,035	80,588	73,140	50,298	580,271		
1867	49,694	36,098	56,859	59,196	61,447	58,999	58,683	68,018	71,113	81,076	80,567	81,955	736,605		
Erie :															
1863	845,005	830,949	956,445	948,059	848,783	770,148	731,243	687,002	816,801	965,294	1,024,649	1,035,321	10,460,481		
1864	984,837	934,133	1,114,508	1,099,607	1,072,396	1,041,975	994,317	1,105,364	1,301,006	1,222,568	1,224,600	1,384,217	18,429,643		
1865	1,001,007	947,141	1,268,568	1,458,455	1,333,461	1,177,297	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,766	15,434,775		
1866	including Buffalo Division	1,185,746	897,938	1,070,917	1,153,441	1,101,332	1,243,636	1,203,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413	
1867	including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,718	1,421,581	1,041,616	14,189,300	
1868	1,031,320	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
Illinois Central :															
1863	290,944	271,085	275,043	289,224	324,687	407,992	349,929	511,305	478,576	496,433	437,679	424,531	4,571,028		
1864	327,900	416,588	459,762	422,797	465,272	510,100	425,578	640,179	709,236	661,391	657,141	603,403	6,329,447		
1865	571,536	528,972	616,665	515,608	460,573	617,632	578,403	747,469	739,736	641,589	643,887	518,098	7,181,208		
1866	603,053	505,266	505,405	411,605	569,250	567,679	480,620	578,253	571,348	611,971	588,219	504,066	6,516,741		
1867	660,438	554,201	417,352	420,365	477,607	496,816	497,879	684,377	705,259	761,499	679,160	-----	-----		
1868	519,855	488,089	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
Marietta and Cincinnati :															
1865	96,672	87,791	98,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058		
1866	90,411	85,447	84,551	81,181	96,288	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239		
1867	94,138	78,978	92,910	92,768	90,528	96,535	106,594	114,716	121,217	142,823	132,387	123,388	1,236,971		
1868	92,433	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
Michigan Southern & Northern Indiana :															
1863	248,784	230,508	557,227	268,613	264,935	241,226	189,145	238,012	308,106	375,567	332,260	348,048	3,302,545		
1864	256,600	304,445	388,454	330,651	267,128	315,268	278,891	368,662	402,219	407,107	448,934	411,806	4,120,152		
1865	368,996	366,361	413,974	386,180	381,489	387,095	301,613	418,575	486,808	524,760	495,072	351,709	4,826,727		
1866	312,846	277,234	412,715	418,970	418,024	384,684	388,868	384,401	429,177	496,855	429,546	382,218	4,650,848		
1867	305,857	311,088	379,761	391,103	388,601	304,232	312,879	428,762	487,868	539,435	423,341	370,757	4,618,744		
1868	371,041	339,736	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
Michigan Central :															
1863	242,073	245,558	236,432	238,495	236,453	206,221	193,328	215,449	308,188	375,488	339,794	306,186	8,168,065		
1864	262,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946		
1865	306,324	219,137	344,228	237,241	401,456	365,663	329,105	413,501	476,631	490,694	447,670	328,707	4,520,550		
1866	282,439	266,798	337,158	343,737	365,198	355,083	324,986	389,646	429,161	493,640	414,601	308,689	4,220,115		
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	389,993	464,778	506,298	412,934	320,373	4,371,073		
1868	343,316	304,215	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
Milwaukee and St. Paul :															
1867	340,511	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
1868	368,487	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
New York Central :															
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,768	9,693,244		
1863	920,272	790,167	867,590	911,397	859,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853		
1864	921,831	962,557	659,024	1,105,664	1,004,435	1,209,736	1,065,793	1,273,117	1,430,076	1,227,113	1,187,505	1,113,829	13,357,709		
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,182,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,576,128		
1866	1,086,280	986,887	1,136,745	1,190,491	1,170,915	1,084,633	1,135,461	1,285,911	1,480,929	1,530,518	1,211,103	935,857	14,143,215		
1867	901,671	846,853	1,075,773	1											

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company has default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount	Interest	Interest.				Description.	Amount	Interest	Interest.				Due.
			When payable.	Where payable.	Due	Price				When payable.	Where payable.	Price	Price	
Alabama and Florida:							Chicago and Milwaukee:	1,726,000	7	Jan. & July.	New York.	1898	28	
Mortgage	\$300,000	7			1867	---	1st General Mort.	5,600,000	7	Apr. & Oct.	New York.	1895	86	
Convert. (guar. by Dir.)	150,000	7			1868	---	Chicago and Great Eastern:							
Alabama and Tenn. Rivers:							1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100	
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	---	Income bonds	47,000	8	May & Nov.	" var.	---		
2d Mortgage	225,705	8			1864	---	1st Mort. (C. R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	26	
Albany and Susquehanna:							Chicago and Northwestern:							
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	---	Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	94	
Allegheny Valley:							General 1st Mortgage	3,600,000	7	" "	" "	1885	87	
1st Mortgage	368,000	7	April & Oct.	Pittsburg.	1891	---	Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91	
Atlantic and Gt. Western:							Consolidated Sinking Fund	3,040,000	7	F M A. & N.	" "	1915	68	
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	---	Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75	
2d Mortgage	" "	7	April & Oct.	" "	1881	---	Equipment Bonds	2,200,000	10	May & Nov.	" "	1897	97	
1st Mortgage, Penn.	2,324,800	7	" "	" "	1877	---	Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1886	82	
2d Mortgage	" "	7	Jan. & July.	" "	1882	---	Green Bay Extension Bonds	300,000	7	" "	" "	1895	75	
1st Mortgage, Franklin Branch	913,500	7	June & Dec.	New York.	1876	---	Flagg Trust Bonds	200,000	8	Jan. & July.	" "	---	---	
1st Mortgage, Ohio Division	349,000	7	April & Oct.	" "	1883	---	Cincinnati, Hamilton and Dayton:	1,260,000	7	May & Nov.	New York.	1880	90	
2d Mortgage	2,864,400	7	Jan. & July.	London.	1890	---	2d Mortgage	500,000	8	" "	" "	1877	---	
1st Mortgage, Buffalo Extension	1,492,000	7	Feb. & Aug.	" "	1884	---	3d Mortgage							
1st Mortgage, Silver Creek	200,000	7	March & Sept.	" "	1884	---	Cincinnati, and Zanesville:							
Consolidated Bonds	16,833,500	7	Quarterly.	" "	1890	---	1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	---	
Atlantic and St. Lawrence:							2d Mortgage	350,000	7	Feb. & Aug.	New York.	1873	93	
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	---	3d Mortgage	537,000	8	March & Sept.	" "	1876	---	
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	---	Cleveland and Mahoning:							
City of Portland Loan (Coupon)	1,000,000	6	Various	N.Y., P.&Bos	'88-'70	---	1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	---	
Baltimore and Ohio:							2d Mortgage	360,000	7	Feb. & Aug.	New York.	1873	93	
Maryland Sterling B'ds of 1888	8,000,000	5	Ja. Ap. Ju.Oc.	London.	1838	---	Clev. Painesville and Ashtabula:							
Mortgage Coupon	1,744,500	5	April & Oct.	Baltimore.	1885	98	Special (Sunbury and Erie):	500,000	7	Jan. & July.	New York.	1878	100	
" "	602,000	6	Jan. & July.	" "	1880	96	Dividend Mortgage	1,000,000	7	" "	" "	1880	---	
" "	584,250	6	Jan. & July.	" "	1875	96	Cleveland and Pittsburg:							
" "	521,261	6	Ja. Ap. Ju.Oc.	" "	1867	98	2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	96	
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	" "	1890	99	3d Mort. (M. L.) or 2d Extension	1,668,000	7	May & Nov.	" "	1875	93	
Bay de Noquet and Marquette:							4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	73	
Income	100,000	8	April & Oct.	Boston.	1870	---	Consol. S. F. mort. bonds	135,000	7	May & Nov.	" "	1890	---	
Hellefontaine and Indiana:							1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	---	
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'90	90	Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	---	
2d Mortgage	43,000	7	" "	" "	1870	82	Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	---	
Income bonds	87,000	7			1870	---	C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1856	68	
Belvidere Delaware:							C. & T. (B. F. S.) Mortgage Bonds	2,021,000	7	Jan. & July.	" "	1885	102	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80	1st mortgage	3,200,000	7	Jan. & July.	New York.	---	---	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81	2d mort. age	1,000,000	7	May & Nov.	" "	---	---	
3d Mortgage (do.)	746,000	6	Feb. & Aug.	" "	1877	---	Columbus and Indiana Central:							
Boston Concord and Montreal:							1st mortgage	3,200,000	7	Jan. & July.	New York.	---	---	
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	---	2d mort. age	1,000,000	7	May & Nov.	" "	---	---	
1st Mortgage	300,000	7	" "	New York.	1865	100	Columbus and Xenia:							
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95	Mortgage	248,000	6	March & Sep.	Columbus.	1890	---	
2d Mortgage Coupons	250,000	6	Jan. & July.	New York.	1870	100	Connecticut River:							
Sinking Fund	336,000	6	" "	Boston.	1889	93	Mortgage	50,000	6	March & Sept.	Boston.	1878	96	
Boston and Lowell:							1st Mortgage	572,800	6	June & Dec.	Boston.	1876	95	
Mortgage	440,000	6	Jan. & July.	Boston.	1873	106	1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105	
Buffalo, Bradford and Pittsburg	200,000	6	April & Oct.	" "	1879	93	2d Mortgage	109,500	8	" "	" "	1904	---	
1st Mortgage	1,768,000	7	Jan. & July.	New York.	1856	---	Cumberland Valley:							
Buffalo, New York and Erie:							1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94	2d Mortgage	2,589,000	7	" "	" "	1881	87	
2d Mortgage coupon	880,000	7	May & Nov.	" "	1872	87	Toledo depot bonds	642,000	7	" "	" "	---	---	
Buffalo and State Line:							Dayton and Western:							
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98	1st Mortgage	239,000	7	March & Sept.	New York.	1882	50	
Income (in '69, in '72)	200,000	7	Jan. & July.	" "	1870	---	2d Mortgage	250,000	7	June & Dec.	" "	---	46	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	---	1st Mort. guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91	
Burlington and Missouri:							Guaranteed	100,000	6	" "	" "	1875	91	
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	---	State Loan	170,000	6	" "	" "	1876	---	
Convertible bonds	600,000	7	Jan. & July.	" "	1870	---	Delaware, Lackawanna and W'n:	572,000	7	Jan. & July.	New York.	1871	97	
Old Road bonds	121,160	7			1870	---	1st Mortgage (Lack & Western)	1,222,500	7	April & Oct.	" "	1875	99	
Camden and Amboy:							1st Mortgage (E. Extension)	1,668,000	7	March & Sept.	" "	1881	98	
English debt (S. F.) £380,550	1,841,862	6	Semi-annual,	London.	1850	---	2d Mortgage							
American Loan	3,335	6	"	New York.	1864	---	Des Moines Valley:							
Loan for \$500,000	210,600	6	"	"	1867	100	1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97	
" "	\$800,000	6	"	"	1870	97	Income	462,000	7	Jan. & July.	" "	1884	80	
" "	\$675,000	6	"	"	1875	92	Detroit and Milwaukee:							
" "	\$1,700,000	6	Feb. & Aug.	" "	1883	89	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75	
" "	\$87,000	6	May & Nov.	" "	1889	88	2d Mortgage	1,000,000	8	" "	" "	1866	---	
Consolid. Mort. Loan \$6,000,000	4,437,300	6	June & Dec.	" "	1889	98	3d Mortgage (convertible)	750,000	10	" "	" "	1863	---	
Camden and Atlantic:							4th Mortgage (G. W. R. R.)	500,000	8	" "	" "	---	---	
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90	Dubuque and Sioux City:							
2d Mortgage	493,000	6	April & Oct.	" "	1879	75	1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	88	
Ontariossa:							Construction bonds, 2d Div'n.	660,000	---					
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	---	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	---	
Central of New Jersey:							3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95	
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	101	1st M. (State) \$75,000 a yr after '64	125,000	5	Ja. Ap. Ju.Oc.	" "	66-'71	---	
2d Mortgage	600,000	7	May & Nov.	" "	1875	102	Esex County Railroad Bonds	214,400	6	" "	" "	1876	---	
Central Ohio:							East Tennessee and Georgia:							
1st Mortgage W. Div.	480,000	7	May & Nov.	Zanesville.	1890	87	Endorsed by State of Tennessee	139,480	---					
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	" "	1865	86	Mortgage (ordinary)	750,400	6	" "	" "	---	---	
2d Mortgage	900,000	7	March & Sept.	Baltimore.	1885	101	State of Tennessee Bonds	1,399,000	6	" "	" "	---	---	
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	101	Endorsed by State of Tennessee	185,000	---					
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1885	85	1st Mortgage (after State)	74,000	---					
Income	1,192,200	7	Jan. & July.	" "	1888	50	2d Mortgage bonds	14,000	---					
Central Pacific of California:							Elmira and Williamsport:							
1st Mortgage	1,888,000	6	Jan. & July.	New York.	1866	98	1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95	
Convertible bonds	1,500,000	7	" "	" "	188									

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. var., that the bonds fall due at different periods

Description.	Amount	Interest.			Description.	Amount	Interest.			Due			
		When payable.	Where payable.	Due.			When payable.	Where payable.					
							Interest.						
Florida, Atlantic and Gulf Centr.: Internal Improvement (State) - Free Land, 2d Mortgage	\$300,000	7		1891		Memphis and Charleston State [Tenn.] Loan	\$1,595,530	6 Jan. & July.	New York.	1892			
Galeana and Chicago Union: 1st Mortgage Coupon	200,000	8		1891		1st Mortgage	1,254,000	7 May & Nov.	"	1890			
2d Mortgage (S. F.) Coupon	1,173,000	7	Feb. & Aug.	1875	97	2d Mortgage	237,000	7 Jan. & July.	"	1890			
Elgin and State Line	189,000	7	Jan. & July.	1879		Michigan Central: 1st Mortgage sterling	467,489	6 Jan. & July.	London.	1872			
Mississippi River Bridge	200,000	7	Jan. & July.	1884		1st Mortgage (convertible)	600,000	8 March & Sept.	"	1869			
Great Western, Ill.: 1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	1st Mortgage (convert.) Dollar	1,777,000	8 " "	N.Y. & Boston	1869			
" Eastern	45,000	7	Feb. & Aug.	1888	88	1st Mortgage (convert.) Dollar	288,000	8 April & Oct.	"	1882			
1st Mortgage whole line	2,500,000	7	" "	1888	88	1st Mortgage (S. F.) convertible	4,231,500	8 " "	"	1882			
2d Mortgage "	2,500,000	7	May & Nov.	1893	76	Mich. Southern and N'n Indiana: Northern Indiana, 1st	4,000	7 Feb. & Aug.	New York.	1861			
Hannibal and St. Joseph: Missouri State Loan (1st lien)	8,000,000	6	Jan. & July.	New York.	73-78	Goshen Air Line	651,000	7 Feb. & Aug.	"	1868			
Land Security	3,344,60	7	April & Oct.	1881	96	Detroit and Toledo	924,000	7 " "	"	1870			
Convertible Bonds	822,000	7	Jan. & July.	1883	58	1st General Mortgage (S. F.)	4,863,000	7 May & Nov.	"	1886			
Harrisburg and Lancaster: New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	2d General Mortgage	2,693,000	7 " "	"	1877			
Hartford and New Haven: 1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	Milwaukee and St. Paul: 1st Mortgage	4,593,000	7 Feb. & Aug.	New York.	1893			
Housatonic: 1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	2d Mortgage	1,500,500	7 April & Oct.	"	1874			
Houston and Texas Central: State (1st Lien) Loan	210,000				Real Estate Purchase	135,500							
Mortgage	125,000	7		1866	Milwaukee and Prairie du Chien: 1st Mortgage (coupon)	390,500	7 Jan. & July.	New York.	1891				
Hudson River: 1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	69-70	Minnesota and Pacific: Real Estate	1,206,000	7 Jan. & July.	"	1892			
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1st Mississippi Central:	1,246,000	7 May & Nov.	New York.	"				
2d Mortgage	1,840,000	7	May & Nov.	1875	2d Mortgagors	1,517,00	7 Feb. & Aug.	"	"				
Convertible	1,002,000	7	" "	1887	Mississippi Central and Tenn.: State (rein.) Loan	529,000	6						
Illinois Central: Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	Mississippi and Missouri: 1st Mortgage (convertible)	1,000,000	7	New York.	"			
Construction	6,688,500	7	April & Oct.	London.	1876	2d Mortgage (S. F.)	400,000	8	" "	"			
Construction	2,523,000	6	"	New York.	1875	1st Land Grant	8,612,000	7					
Redemption bonds	2,065,000	6	" "	"	Mississippi and Tennessee: Tennessee State Loan	167,800	6 Jan. & July.	New York.	1885				
Sterling Redemption bonds	355,500	7	" "	London.	1898	1st Mortgage	600,000	6 " "	"	1876			
Illinois and Southern Iowa: 1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	Income Bonds	297,500	10 " "	Memphis.	1870			
Indiana Central: 2d Mortgage	264,000	10	Jan. & July.	New York.	1870	Mobile and Ohio: Tennessee State Bonds	1,099,160	6 Jan. & July.	New York.	1882			
Indianapolis and Cincinnati: 1st Mortgage	500,000	7	Jan. & July.	New York.	1888	Sterling (1st mort.) Bonds	4,187,000	8 " "	London.	"			
Ind., Pittsburg and Cleveland: 1st Mortgage	650,000	7	Jan. & July.	New York.	1870	Income Bonds of 1861	146,200	8 " "	Mobile	"			
2d Mortgage	347,000	7	" "	"	" 1862-67	625,700	8 " "	N. Y. & Mob.	1861				
Indianapolis and Madison: Mortgage	640,000	7	May & Nov.	New York.	1881	" ten years	75,342	8 " "	Mobile	62-66			
Jeffersonville: 1st Mortgage	187,000	7	March & Sept.	New York.	1861	Morristown and West Point: Mortgage (due 1863 and '65)	30,500	6	"	62-65			
2d Mortgage	392,000	7	April & Oct.	"	"	Mortgage	61,500	8	"	62-66			
Joliet and Chicago: 1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	Bonds	100,000	Jan. & July.	"	1870			
Joliet and N. Indiana: 1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	Bonds	209,200	"	"	1876			
Kennebec and Portland: 1st Mortgage (City and Town)	500,000	6	April & Oct.	Boston.	1870	Bonds	639,500	"	"	1881			
2d Mortgage	230,000	6	" "	Augusta.	1861	Morris and Essex: 1st Mortgage (S. F.)	5,000,000	7 May & Nov.	New York.	1915			
Kentucky Centr. (Ov. and Lex.) 1st Mortgage	180,000	6			2d Mortgage	1,500,000	7 Feb. & Aug.	"	99				
1st Mortgage	260,000	7			Muscogee: 1st Mortgage	249,000	7						
2d Mortgage (convertible)	1,006,000	7			"								
Lehigh Valley: 1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	N. Hav., N. Lond. and Ston'gton: 2d Mortgage	2,235,000	6					
La Crosse and Milwaukee: 1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	Extension	200,000	6 Jan. & July.	New Haven.	1868			
Lackawanna and Bloomsburg: 1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	1st Mortgage	116,000	6 May & Nov.	"	1878			
Lexington and Frankfort: Mortgage, due 1869 and '74	68,000	6	Jan. & July.	Lexington.	69-74	Extension	500,000	7 Jan. & July.	New Haven.	1869			
Little Miami: Mortgage (coupon)	1,000,000	6	May & Nov.	New York.	1883	1st Mortgage (H. & Hamp.)	103,000	6	"	"			
Long Island: State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	1st Mortgage	855,000	6 Semi-ann'yly.	New York.	var.			
Ext. bonds (Hunter's Point)	600,000	6	" "	"	New London Northern: New London	60,000	7 Jan. & Ju'y.	New London.	1871				
Ext. bonds (Glen Cove Br.)	175,000	7	Feb. & Aug.	"	1st Extension Bonds	72,800	6 March & Sept.	"	1886				
Long Dock Co.: Mortgage Bonds	150,000	6	May & Nov.	"	1st Mortgage Coupon	2,741,000	8 Jan. & July	New York.	1886				
Louisville and Frankfort: Louisville Loan	2,007,000	7	June & Dec.	New York.	1882	2d Mortgage Bonds	241,000						
1st Mortgage	100,000	6	Jan. & July.	New York.	1881	Naugatuck: 1st Mortgage conv.	224,000	7 Jan. & July.	Bridgeport.	1876			
Louisville and Nashville: 1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	68-77	"							
Lebanon Branch 1st Mortgage	600,000	7			2d Mortgage	2,235,000	6						
Memphis Branch 1st Mortgage	287,000	7			Extension	200,000	6 Jan. & July.	New Haven.	1868				
Bardstown and Louisville	30,000	7			1st Mortgage	116,000	6 May & Nov.	"	91				
City of Louisville bonds	1,074,000				1st Mortgage	500,000	7 Jan. & July.	New Haven.					
Louisville and Lexington: 1st Mort. (\$3,000,000)	1,500,000	7	Jan. & July	New York.	1897	1st Mortgage (H. & Hamp.)	103,000	6					
Maine Central: Loan \$1,100,000	1,092,900	6			1st Mortgage	60,000	7 Jan. & Ju'y.	New London.	1871				
Loan \$400,000	314,100	6			Extension	60,000	7 March & Sept.	"	100				
McMinnville and Manchester: State [Tenn.]	372,000	6			1st Mortgage	72,800	6 March & Sept.	"					
Marietta and Cincinnati: 1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	1st Mortgage Coupon	2,741,000	8 Jan. & July	New York.	1886			
1st Mortgage Sterling	1,000,000	7	" "	"	2d Mortgage Bonds	241,000	8 Jan. & July	"					
2d Mortgage	700,000	7	May & Nov.	"	Extension Bonds	60,000	7 Feb. & Aug.	"					
Scioto & Hocking Val. R. mort.	300,000	7	" "	1883	1st Mortgagors	92,000,000	6 June & Dec.	"					
Memphis, Clarkesv. and Louisv. State [Tenn.] Loan	1,910,000	6			1st Mortgage	3,000,000	7 May & Nov.	New York.	1867				
Memphis and Ohio State [Tenn.] Loan	24,000	7			2d Mortgage	4,000,000	7 March & Sept.	"	105				
Marietta and Cincinnati: 1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	3d Mortgage	6,000,000	7 " "	"	103			
1st Mortgage Sterling	1,000,000	7	" "	"	4th Mortgage	4,441,000	7 April & Oct.	"	100				
2d Mortgage	700,000	7	May & Nov.	"	5th Mortgage	925,500	7 June & Dec.	"	94				
New York and Erie: 1st Mortgage	3,000,000	7	" "	1883	Buffalo Branch	166,400	7 Jan. & July.	"	98				
New York and Erie: 2d Mortgage	4,000,000	7	" "	"	Sterling Bonds	8,375,520							
1st Mortgage	3,514,000	7	Feb. & Aug.	"	New York and Harlem: 1st Mortgage	3,000,000	7 May & Nov.	New York.	1873				
Exchanged Stks (S. F.) Bds.	594,000	6	May & Nov.	"	Consolidated	1,000,000	7 March & Sept.	"	101				
" " B & N. F.	77,000	6	" "	"	Real Estate [S. F.] Bonds	165,000	7 " "	"	100				
Real Estate [S. F.] Bonds	165,000	6	" "	"	Real Estate Bonds & Mortgages	131,315	7 var.	"					
Real Estate Bonds & Mortgages	45,550	6	" "	"	Bonds of Aug. 1859, Convertible	4,3,000	7 Feb. & Aug.	"					
Bonds of Oct. 1863, (S. F.)	2,900,000	6	" "	"	Bonds of Aug. 1859, Convertible	4,3,000	7 Feb. & Aug.	"					
New York and Erie: 1st Mortgage	3,000,000	7	May & Nov.	"	Bonds of Oct. 1863, (S. F.)	2,900,000	6 June & Dec.	"					
2d Mortgage	4,000,000	7	March & Sept.	"	1st Mortgage	3,000,000	7 May & Nov.	New York.	1867				
3d Mortgage	6,000,000	7	" "	"	2d Mortgage	4,000,000	7 March & Sept.	"	103				
4th Mortgage	4,441,000	7	April & Oct.	"	3d Mortgage	980,300	7 Jan. & July.	"	100				
5th Mortgage	925,500	7	June & Dec.	"	New York and New Haven: Mortgage Bonds Coupon	1,088,500	6 April & Oct.	New York.	1875				
Buffalo Branch	166,400	7	Jan. & July.	"	1st Mortgagors	600,000	7 Feb. & Aug.	New York.	98				
Sterling Bonds	8,375,520												
New York and Harlem: 1st Mortgage	3,000,000	7	May & Nov.	"									
Consolidated	1,000,000	7	March & Sept.	"									
Real Estate [S. F.] Bonds	165,000	6	" "	"									
Real Estate Bonds & Mortgages	131,315	7	var.	"									
Bonds of Aug. 1859, Convertible	4,3,000	7	Feb. & Aug.	"									
Bonds of Oct. 1863, (S. F.)	2,900,000	6	June & Dec.	"									
New York and New Haven: Mortgage Bonds Coupon	1,088,500	6	April & Oct.	"									
N. York, Providence and Boston: 1st Mortgage	600,000	7	Feb. & Aug.	New York.									

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Description	Amount	Interest	Interest.				Description	Amount	Interest	Interest.			
			When payable.	Where payable.	Due	Price				When payable.	Where payable.	Due	Price
North Carolina:													
Mortgage Loan	\$339,000	8 Mar. & Sept.			1867	---	Richmond and Danville:	200,000	7 April & Oct.	Richmond,	'75-'76		
North-Eastern (S. C.):							Guaranteed by State	423,000	7 Feb. & Aug.	"	1875	65	
1st Mortgage	700,000	7 March & Sep.	Charleston.	1869	---		Mortgage (Coupon)	504,000	7 "	"	1873	65	
2d Mortgage	145,000	7 " "		1868	---		Mortgage (Registered)						
Pref. Stock (see'd 2d mort. b'ds)	155,000	8 May & Nov.	"	1873	---		Richmond and Petersburg:	130,500	7 June & Dec.	Petersburg,	1875		
Northern Central:							Mortgage bonds	175,000	8 March & Sept.	Petersburg,	1870		
Md. State Loan (Irredeemable)	1,500,000	6 Ja. Ap. Ju.Oc.	Baltimore.	1870	---		Mortgage Bonds	520,000	7 June & Dec.	New York,	1891		
York and Cumberland 1st Mort.	175,000	6 May & Nov.	"	1870	95		Rome, Watertown and Ogdensb.:	1,800,000	7 Feb. & Aug.	Boston,	1868	146	
York and Cumberland 2d Mort.	25,000	6 Jan. & July.	"	1871	---		1st Mortgage	537,500	7 "	"	1863	55	
Y. and C. guar. by Balt. 3d Mort.	500,000	6 " "	"	1872	91		2d Mortgage	440,000	7 " "	"	1863	3	
Northern Central, 2d Mort.	2,500,000	6 Jan. & July	"	1875	86		3d Mortgage						
North. Conn., 3d Mort. (\$2,500,000)	1,064,500	6 April & Oct.	"	1900	85		Sacramento Valley:	400,000	10 Jan. & July.	New York,	1875		
North Pennsylvania:							1st Mortgage	329,000	10 Feb. & Aug.	San Francisco,	1881	118	
Chatel Mortgage	2,500,000	6 April & Oct.	Philadelphia.	1875	85		2d Mortgage						
Chattel Mortgage	860,000	10 " "		1887	118		Sandusky, Dayton and Cincinnati:	281,000	7 Feb. & Aug.		1900	77	
Northern (N. H.):							1st Mortgage	148,000	7 "		1875		
Bonds due 1864 and 1874	145,400	8 April & Oct.	Boston.	1874	94		3d Mortgage	73,972	6		1878		
Norwich and Worcester:							Six per cent						
Maine State Loan	195,000	6 Jan. & July.	Boston.	1877	---		Sand'sky, Mansfield and Newark:	1,290,000	7 Jan. & July.	New York,	1866		
Bonds for Dividend Scrip	55,000	7 " "	New York.	'64-'74	---		1st Mortgage	210,000	7		1880		
Steamboat Bonds	95,000	7 Feb. & Aug	"	'63-'70	---		2d Mortgage	71,000	7		1870		
Ohio and Mississippi:							Registered Convertible	128,993	7		1873		
1st Mortgage—Eastern Division	2,050,000	7 Jan. & July.	New York.	1872	92		South Carolina:	187,000	6		1868		
1st Mortgage—Western	850,000	7 " "	"	1872	---		State Loan	234,500	6		1873-74		
2d Mortgage—Western	750,000	7 " "	"	1874	---		Domestic Bonds	643,500	7 April & Oct.		189-91		
Orange and Alexandria:							Sterl. Skg'd b'ds after Jan. 1, '70	2,012,994	5 Jan. & July	London,	1886		
1st Mortgage	400,000	6 May & Nov.	New York.	1866	---		Do. do. do.	272,157	5 Jan. & July.	Charleston.	1886		
2d Mortgage or 1st Extension	110,500	6 Jan. & July	"	1875	---		Southern Mississippi:	500,000	5				
2d Extension	570,500	8 May & Nov.	"	1873	70		1st Mortgage	437,000					
Ogdensburg & Lake Champlain:							South-Western (Ga.):	1,600,000	7 Jan. & July.	Philadelphia,	1870	69	
1st Mortgage	1,257,100	7 April & Oct.	Boston.	1869	100		1st Mortgage	1,000,000	7 April & Oct.	Philadelphia.	1877	103	
Oswego and Syracuse:							Sunbury and Erie:	1,400,000	7 April & Oct.	New York.	1878		
1st Mortgage	386,000	6 Jan. & July.	Oswego.	'70-'80	---		1st Mort. (Sunbury to W'mapt')	1,100,000	7 Jan. & July.	New York.	1894	94	
Pacific (Mo.):							Syracuse, Binghamton and N. Y.:	1,000,000	7 April & Oct.	Philadelphia.	1877		
Construction Main Line	1,500,000	7 Jan. & July.	New York.	'68-'70	90		1st Mortgage Coupon	1,400,000	7 Jan. & July.	New York.	1878		
Panama:							St. Louis, Alton & Terre Haute:	1,100,000	7 Jan. & July.	New York.	1894		
1st Mortgage Sterling	416,000	7 April & Oct.	London.	1870	101		1st Mortgage (series A)	1,000,000	7 April & Oct.	Philadelphia.	1877		
1st Mortgage Sterling	346,000	7 April & Oct.	"	1875	---		(series B)	1,000,000	7 Feb. & Aug.	"	1894	86	
2d Mortgage Sterling	1,160,000	7 Feb. & Aug.	"	1872	---		2d " pref. (series C)	1,400,000	7 May & Nov.	"	1894	86	
Peninsula:							" " (series D)	1,400,000	7 " "	"	1894	82	
1st Mortgage	1,075,000	7 March & Sept.	New York.	1898	85		St. L., Jacksonv. and Chicago:	1,700,000	7 " "	"	1894		
Pennsylvania:							1st Mortgage	1,372,000	7 April & Oct.	New York.	1894		
1st Mortgage	4,980,000	6 Jan. & July.	Philadelphia.	1880	101		St. Paul and Pacific 1st Division:	120,000	8 March & Sept.		1892		
2d Mortgage	2,621,000	6 April & Oct.	"	1875	98		1st Mortgage (10 miles)	700,000	7 Jan. & July		1892		
2d Mortgage Sterling	2,283,840	6 " "	London.	1875	---		1st Mort. (70 m.) 2d mort. (10 m.)	1,200,000	7 June & Dec.		1892		
State Works Bonds	6,700,000	5 Jan. & July.	Harrisburg.	1894	102		1st Land Grant Mortgage						
Penobscot and Kennebec:							Toledo, Warsaw & Warsaw:	1,600,000	7 June & Dec.	New York.	1894	82	
Bangor City 1st Mortg. (Coupon)	681,000	6 April & Oct.	Boston.	'74-'75	---		1st Mortgage	900,000	7 Feb. & Aug.	New York.	1890	91	
2d Mortgage (Coupon)	300,000	6 Feb. & Aug.	Bangor.	1876	---		2d " "	2,000,000	7 May & Nov.	Boston,	1861	72	
Petersburg and Lynchburg (S. Side):							2d Mortgage Coupon	1,500,000	7 Jan. & July.	"	1867	33	
1st Mortgage (70-'75):	200,000	6 Jan. & July.	Petersburg.	'70-'75	---		Mortgage Bonds	924,005	6 Jan. & July.	Boston,	1883	93	
2d Mortgage (1862-'70-'72):	314,900	6 " "	"	'62-'72	---		Vermont and Massachusetts:	100,000	6 Jan. & July.	Richmond,	1880		
Special Mortgage (1865-'68):	175,000	6 " "	"	'65-'68	---		Mortgage Bonds	206,500	5 " "	Rich'd & New York,	1872		
Last Mortgage (1863 to 1869)	42,000	8 " "	"	'63-'69	---		State Loan 1859-'60	983,000	6 " "	Richmond,	1884		
Phila., Germann'n and Norrist'n:							Coupon bonds of 1865	210,000	6 " "	"	1876		
Convertible Loan	292,500	6 Jan. & July.	Philadelphia.	1885	---		Funding Interest bonds	156,089	8 " "	"	1878		
Philadelphia and Erie:							Dividend bonds	121,227	6 " "	"	1871	86	
1st Mortgage (Sunn and Erie):	1,000,000	7 April & Oct.	Philadelphia.	1877	108		Virginia Central:	494,000	6 Jan. & July.	New York.	1872		
1st Mortgage (general):	5,000,000	6 " "	"	1881	94		Mort. guaranteed by State of Va.	205,000	6 " "	"	1872		
2d Mortgage	3,000,000	7 " "	"	1885	79		Mortgage (coupons)	983,000	6 " "	"	1872		
3d Mortgage	4,000,000	6 " "	"	1901	---		State Loan 1859-'60	210,000	6 " "	"	1872		
Philadelphia and Reading:							Coupon bonds of 1865	53,000	8 " "	"	1876		
Bonds of 1866 (nonconvertible):	182,400	5 Jan. & July.	Philadelphia.	1880	---		Funding Interest bonds	156,089	8 " "	"	1876		
"	1849,	6 " "	"	1870	100		Dividend bonds	121,227	6 " "	"	1876		
"	1861,	6 " "	"	1871	98		Virginia and Tennessee:	494,000	6 Jan. & July.	New York.	1872		
"	1843,	6 " "	"	1872	98		1st Mortgage	205,000	6 " "	"	1872		
"	1,525,300	6 " "	"	1880	93		2d Mortgage	23,500	6 " "	"	1878		
"	804,000	6 " "	"	1880	91		3d " "	814,500	6 " "	"	1865		
"	1844,	6 " "	"	1880	92		Enlarged Mortgage	998,800	6 " "	"	1884		
"	1848,	6 " "	"	1880	94		Warren (N. J.):	660,000	7 Feb. & Aug.	New York.	1875		
"	67,000,	6 " "	"	1880	92		1st Mortgage	2,000,000	7 May & Nov.	Boston,	1861	72	
"	1857. (convertible)	171,500	6 " "	1886	96		2d Mortgage	1,500,000	7 Jan. & July.	"	1867	33	
"	1838,	6 " "	"	1886	77		Mortgage Bonds	924,005	6 Jan. & July.	Boston,	1883	93	
Phila., Wilmington and Baltimore:							Virginia Central:	100,000	6 Jan. & July.	Richmond,	1880		
Mortgage Loan	411,000	6 Jan. & July.	Philadelphia.	1884	97		Mort. guaranteed by State of Va.	206,500	5 " "	Rich'd & New York,	1872		
Pittsburg and Connellsville:							Mortgage (coupons)	983,000	6 " "	Richmond,	1884		
1st Mortgage (Turtle Cr. Div.):	400,000	6 Feb. & Aug.	New York.	1889	74		State Loan 1859-'60	210,000	6 " "	"	1872		
Pitts., Pa., Wayne and Chicago:							Coupon bonds of 1865	53,000	8 " "	"	1876		
1st Mortgage (series A):	875,000	7 Jan. & July.	New York.	1912	106		Funding Interest bonds	156,089	8 " "	"	1876		
" (series B):	875,000	7 Feb. & Aug.	"	1912	104		Dividend bonds	121,227	6 " "	"	1876		
" (series C):	875,000	7 Mar. & Sept.	"	1912	102		Virginia and Tennessee:	494,000	6 Jan. & July.	New York.	1872		
" (series D):	875,000	7 April & Oct.	"	1912	101		1st Mortgage	23,500	6 " "	"	1878		
" (series E):	875,000	7 May & Nov.	"	1912	101		2d Mortgage	814,500	6 " "	"	1865		
" (series F):	875,000	7 June & Dec.	"	1912	101		3d " "	998,800	6 " "	"	1884		
2d Mortgage (series G):	860,000	7 Jan. & July.	"	1912	101		Warren (N. J.):	660,000	7 Feb. & Aug.	New York.	1875		
" (series H):	860,000	7 Feb. & Aug.	"	1912	101		1st Mortgage	85,000	7 April & Oct.	New York.	1880	84	
" (series I):	860,000	7 Mar. & Sept.	"	1912	101		2d Mortgage	85,000	7 March & Sept.	New York.	1880		
" (series K):	860,000	7 April & Oct.	"	1912	101		Watertown and Rome:	708,500	7 March & Sept.	New York.	1880		
" (series L):	860,000	7 May & Nov.	"	1912	101		Mortgage (new bonds)						
" (series M):	860,000	7 June & Dec.	"	1912	101		Western (Mass.):	4,319,520	5 April & Oct.	London,	'68-'71		
3d Mortgage	2,000,000	7 April.	"	1912	93		Sterling (£899,900)	936,500	6 " "	Boston.	1875	97	
Ridge Bonds	153,500	7 May & Nov.	Philadelphia.	1876	---		Dollar Bonds						
Pittsburg and Steubenville:							West Jersey:	238,000	6 March & Sep.	Camden,	1883	90	
1st Mortgage	1,000,000	7 Feb. & Aug.	New York.	1881	75		1st Mortgage	772,000	7	Philadelphia.	1893		
Potdam and Water'own:							2d Mortgage						
1st Mortgage guaranteed	521,500	7 June & Dec.	New York.	64-'74	---		Western Maryland:	596,000	6 Jan. & July.	Baltimore.	1890	75	
Quincy and Toledo:							1st Mortgage	200,000	6 " "	"	1890	90	
1st Mortgage	570,000	7 May & Nov.	New York.	1890	72		1st Mortgage guaranteed						
Kaleigh and Gaston:							Western Pacific:						
Occuron:	100,000						1st Mortgage						
Karitan and Delaware Bay:							Wilmington and Manchester:						
1st Mortgage	1,000,000	7 Mar. & Sept.	New York.	1883	---		1st Mortgage	506,000	7 June & Dec.	New York.	1866		
2d Mortgage	250,000	7 " "	"	1883	---		2d Mortgage	206,000	7 May & Nov.	"	1873		
Equipment Bonds	208,000	7 " "	"	1883	---		Income Bonds	187,000	7 March & Sept.	"	1881		
Isham't, Fred. and Potomac:							Wilmington and Weldon:						
Steering (£27,000)	324,000	8					Sterling Bonds	576,887	6				
							"	192,777	7				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (---) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.		Equipment.		Companies.	Abstract of Balance Sheet.										Earnings.					
	Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Cars.		Engines.	Passenger.	Freight, etc.	Property and Assets.			Liabilities.			Total	Mileage run by locomotives with trains.	Gross.	Net.			
	M.	M.	M.	No.		No.	No.	No.	Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Incl. all other assets and liabilities.	Road operated, in road leased, etc.		Dividends.	Price of		
30 Jun. '60	65.0	—	50.6	—	Alabama and Florida	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	—	101,102	87,866	—	—	—		
28 Feb. '59	30.3	—	58.1	2 2	Alabama and Mississippi	451,505	30,991	—	325,010	109,500	21,632	518,965	30.3	—	55,791	31,852	—	—	—		
31 May. '60	109.6	—	57.8	11 9	Ala. and Tennessee Rivers	2,261,927	184,906	—	1,067,006	777,777	240,482	2,476,023	109.6	—	207,626	111,232	—	—	—		
30 Jun. '59	57.0	—	171.3	—	Mobile and Girard	1,500,000	—	—	—	—	—	—	—	57.0	238,791	76,772	21,006	—	—		
31 Dec. '65	469.3	13.5	49.4	21 20	Mobile and Ohio	9,258,002	2,189,562	—	3,015,400	7,661,831	1,591,391	17,912,359	425.2	8 mos	1,324,847	642,496	—	—	—		
28 Feb. '67	88.5	28.4	—	21 12	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,751	3,068,586	116.9	170,707	449,007	189,402	—	—	—		
3 Nov. '58	38.5	—	107.5	—	ARKANSAS.	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Dec. '60	22.5	—	—	—	Memphis and Little Rock	555,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—	—		
30 Dec. '60	22.5	—	—	—	Sacramento Valley	1,492,860	*	—	728,850	700,000	—	1,493,860	22.5	—	220,251	104,694	—	—	—		
31 July '65	23.8	—	1.9	6 5	CONNECTICUT.	345,798	66,483	8,256	306,900	100,000	—	—	23.8	53,985	103,333	26,249	8	—	—		
31 Jan. '66	122.4	—	75.1	18 20	Danbury and Norwalk	3,902,356	302,511	—	2,037,940	1,936,740	—	—	122.4	319,483	644,725	160,185	—	—	—		
31 Aug. '67	61.4	10.2	66.9	25 42	Hartford, Provid. and Fishkill	3,258,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	76.2	546,113	1,685,884	592,283	12	174	—		
31 Dec. '65	74.0	—	8.9	10 12	Hartford and New Haven	2,439,775	*	347,819	2,000,000	225,500	150,848	2,787,694	124.0	192,089	478,095	65,463	—	—	—		
31 Dec. '65	57.0	—	2.0	8 11	Housatonic	1,465,639	*	—	1,100,000	295,000	34,056	—	62.0	159,074	419,460	135,922	10	—	—		
28 Feb. '66	50.0	—	2.6	8 10	Naugatuck	1,454,040	*	—	733,588	766,000	—	—	62.0	—	67,143	loss	—	—	—		
30 Nov. '67	93.0	8.5	10.0	5 3	N.Haven, N. London and Ston.	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,196	loss	2	—	—		
30 Nov. '67	100.0	—	—	15 13	New Haven and Northampton	1,402,260	*	173,843	986,000	450,000	277,000	1,602,000	100.0	326,186	382,944	93,604	8	85	—		
31 Mar. '67	61.3	1.0	63.8	35 68	New London Northern	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,183	117.4	78,826	2,068,260	704,016	10	141	—		
20 Nov. '67	59.4	7.0	9.5	20 19	New York and New Haven	2,468,985	149,711	642,882	2,383,600	629,600	9,172	3,380,857	96.4	364,521	6,0438	201,086	10	94	—		
31 Oct. '60	84.3	—	10.7	—	Norwich and Worcester	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Oct. '62	16.2	—	—	—	DELAWARE.	1,552,257	—	—	406,132	870,000	271,877	1,807,084	84.3	136,631	138,970	41,466	—	—	—		
31 Oct. '62	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,585	744,520	—	5,024	749,544	5.0	—	27,288	10,240	9	—	—		
30 Apr. '60	32.0	—	3.0	13.0	FLORIDA.	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	—	7,817	3,555	—	—	—		
30 Apr. '60	59.9	—	5.0	—	Florida and Alabama	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Apr. '60	100.0	3.9	10.0	158.5	Flo. Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Apr. '60	—	—	—	—	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Jun. '67	86.7	—	8.7	70.9	GEORGIA.	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	—	391,477	68,880	84	—	—		
31 Dec. '60	92.6	—	—	—	Atlanta and West Point	—	—	—	—	—	—	—	—	30.0	—	—	—	—	—		
31 Dec. '60	53.0	—	—	—	Atlantic and Gulf—M. Trunk	1,092,200	*	—	733,700	129,500	—	—	—	53.0	—	168,988	96,612	—	—	—	
30 Apr. '60	43.5	—	—	—	Augusta and Savannah	755,000	—	151,887	—	—	—	—	—	31.0	—	—	—	—	—		
30 Nov. '66	191.0	—	49.1	31	Brunswick and Florida	4,472,000	*	1,549,923	4,666,800	786,000	183,940	6,686,956	229.0	—	1,784,749	359,214	—	—	—		
31 Mar. '67	171.0	71.0	46.2	23	Central of Georgia (and Bank)	4,156,000	*	1,900,361	4,156,000	386,000	241,852	7,175,281	242.0	—	1,136,142	246,356	64	—	—		
30 Nov. '66	102.5	—	17.5	21	Georgia (and Bank)	1,500,000	*	—	1,026,888	1,026,888	12,296	1,658,976	102.5	220,341	404,618	212,076	19	—	—		
31 July '59	50.0	—	—	7 2	Macon and Western	724,244	162,534	—	669,950	249,000	—	—	1,026,888	50.0	—	302,714	110,516	8	—	—	
1 May. '58	68.1	—	—	3 4	Muscogee	1,386,634	62,374	—	1,275,901	10,200	180,621	1,478,140	71.6	—	—	—	—	—	—		
31 July '67	106.1	100.8	16.2	19 20	Savannah, Albany & Gulf	3,388,131	414,195	53,385	8,205,900	437,000	146,087	8,856,711	228.8	306,335	1,006,563	882,551	9	—	—		
30 Sep. '66	138.0	—	—	52 24	South Western	—	—	—	—	—	—	—	—	138.0	—	532,043	454,131	—	—	—	
31 Dec. '67	280.0	—	—	72 34	Western and Atlantic	10,276,604	*	1,806,703	6,311,982	3,944,000	402,973	11,583,807	280.0	1,672,965	8,302,861	1,748,733	19	181	—		
30 Apr. '67	81.0	83.0	47.0	11 9	Chicago and Alton	12,246,327	2,758,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,562	2,708,463	20	150	—	—		
31 May. '67	491.0	66.4	24.8	13 55	Chic., Burlington and Quincy	41,871,570	—	3,992,752	28,021,616	16,251,500	1,128,476	45,864,322	1,152	—	10,161,735	2,226,967	64	—	—		
31 Mar. '67	181.8	181.5	42.4	92 46	Chicago, Rock Isl. and Pacific	15,118,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,768	409.8	1,621,307	3,574,034	1,413,993	10	93	—		
31 May. '67	174.5	5.5	14.3	21 22	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	—	4,214,342	180.0	742,097	377,476	—	—	—		
31 Dec. '66	454.8	262.5	—	150 88	Illinois Central	20,954,453	*	10,933,838	23,415,785	12,144,000	—	—	4,217,280	708.8	3,603,862	6,546,743	2,175,447	10	136	—	
31 Dec. '66	111.0	—	112	17 7	Toledo, Peoria & Warsaw	5,211,634	*	52,349	8,335,939	1,600,000	121,558	5,289,524	111.0	288,524	561,068	171,667	—	—	—		
31 Dec. '65	195.0	14	12.2	46 30	St. Louis, Alton & Terre Haute	10,700,000	—	—	4,000,000	6,700,000	—	—	10,700,000	209.0	—	2,240,744	488,558	41	—	—	
31 Aug. '65	224.0	—	—	41 23	Chicago and Great Eastern	—	—	—	—	—	—	—	—	224.0	—	—	—	29	—	—	
31 Aug. '65	132.0	—	—	14 10	Evansville and Crawfordsville	2,312,344	288,255	125,587	—	—	—	—	—	132.0	246,145	559,128	246,720	—	—	—	
31 Dec. '62	72.4	—	—	19 17	Indiana Central	1,667,039	274,081	26,641	611,030	—	—	—	—	132.0	246,145	559,128	246,720	—	—	—	
31 Dec. '62	89.8	20.2	—	23 19	Indianapolis and Cincinnati	2,497,952	540,043	26,689	1,639,900	1,362,234	1,104,638	3,458,108	10.0	—	442,828	230,534	9	—	—	—	—
31 Dec. '62	84.0	—	—	15 18	Ind., Pittsburg and Cleveland	2,735,565	*	249,322	2,872,000	—	—	—	—	132.0	246,145	559,128	246,720	—	—	—	
1 Dec. '62	78.0	—	11.0	15 14	Jeffersonville	1,549,518	*	278,334	—	—	—	—	132.0	246,145	559,128	246,720	—	—	—		
31 Mar. '64	86.0	46.0																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.										Companies	Abstract of Balance Sheet.										Earnings.				
	Main Line		Lateral and Branch Lines		End Track and Sidings		Road in progress or projected		Equipment.			Cars.		Property and Assets.			Liabilities.			Road operated, incl. road leased, etc.			Gross.			
	M.	M.	M.	M.	M.	M.	No.	No.	No.	No.		No.	No.	Bal. o. d. and Apurten- ances.	Rolling- Stock.	Other Assets.	Share Cap- ital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Total, incl. all other assets and lia- bilities.	M.	M.	\$	\$	p. c.	Price of shares.
30 Nov. '66	56.6	—	—	—	—	—	6	4	76	Androscoggin	1,060,000	*	*	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—			
30 Jun. '66	149.0	—	24.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	*	—	2,494,900	2,471,560	1,986,870	7,962,330	149.0	878,873	1,116,113	177,873	—	45				
31 Dec. '66	53.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—				
31 May. '66	99.7	9.5	—	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,068	2,733,800	120,597	4,301,457	102.2	171,568	489,592	219,302	—	—					
31 May. '67	51.8	—	—	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,855,668	51.3	227,394	529,325	230,825	6	1024					
MAINE.																										
30 Sep. '67	279.6	7.2	—	—	248	164	8,549	Baltimore and Ohio	21,450,621	3,021,755	18,010,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,823	10,096,706	4,437,943	10	1284					
30 Sep. '67	30.0	—	—	—	150	—	—	Washington Branch	1,050,000	—	—	—	1,650,000	—	—	2,558,913	39.0	584,848	916,288	560,982	10	127				
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,416	1,645,000	1,747,641	6,443,900	5,734,500	1,812,648	18,065,151	326.0	—	2,676,055	1,212,159	8	444					
MASSACHUSETTS.																										
30 Nov. '67	111.0	19.5	9.8	256.9	18	12	176	Boston, Hartford & Erie	19,242,091	*	—	—	14,884,000	8,623,360	1,633,057	25,210,407	136.6	297,687	369,577	50,770	—	14				
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,348	546,047	1,891,500	944,500	74,606	3,198,844	71.0	326,671	978,068	234,804	8	128					
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,062,303	147.8	858,737	1,608,167	431,471	10	140					
30 Nov. '67	47.0	7.0	45.0	—	31	47	417	Boston and Providence	8,152,600	207,400	399,367	3,300,000	—	—	3,759,367	61.8	448,521	1,066,147	277,308	10	141					
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,214,615	5,000,000	—	—	36,362	614,616	68.6	783,666	1,942,500	781,421	10	141				
30 Nov. '67	46.0	1.1	2.7	—	7	12	111	Cape Cod Branch (par 60)	9,16,500	88,864	66,962	721,296	—	6,134	1,098,537	47.1	58,358	197,931	61,261	6	69					
30 Nov. '67	50.0	3.4	12.8	—	14	27	235	Connecticut River	1,747,156	159,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	189,194	8	125					
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,912,276	622,334	416,000	3,882,300	1,770,400	663,210	6,316,100	94.5	863,222	1,447,046	645,630	8	118					
30 Nov. '67	51.0	42.5	76.9	—	31	83	507	Fitchburg	295,658	40,226	—	248,000	2,000	—	4,050,280	88.5	505,362	1,101,444	384,744	9	130					
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	382,884	30,744	5,345	200,000	73,000	2,160	308,508	13.9	36,195	90,295	17,988	6	—					
30 Nov. '67	12.3	—	2.8	—	2	3	21	Lowell and Lawrence	678,919	66,684	81,122	72,000	—	15.0	855,725	74.7	381,529	440,241	74,679	10	134					
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	452,652	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	182,964	43,061	8	101					
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	214,824	506,505	90,677	4,848,320	2,870,000	128,000	7,618,316	140.1	826,061	1,381,066	336,810	6	91					
30 Nov. '67	18.6	—	1.4	—	1	1	1	Pittsfield and North Adams	411,825	31,862	—	450,000	—	—	450,000	18.6	50,080	108,94	27,782	6	91					
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	5,000	1,821,425	44.4	321,855	702,946	130,429	8	124						
30 Nov. '67	16.9	—	1.7	—	1	1	182	Roxbury and Lowell	381,470	82,543	6,679	243,305	226,900	486	470,690	10.0	17,500	16,658	8	110						
30 Nov. '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	—	43,720	250,000	—	4,292	250,000	11.7	58,982	217,997	26,845	8	112					
30 Nov. '67	5.1	—	36.5	—	—	—	—	Troy and Greenfield	923,942	—	—	—	—	—	—	—	—	—	—	—	—	—				
30 Nov. '67	69.8	8.0	5.5	—	12	12	12	Vermont and Massachusetts	2,259,086	207,843	93,908	2,860,000	550,315	2,827	3,560,337	77.3	199,126	401,424	62,594	14	53					
30 Nov. '67	156.1	17.5	18.2	—	103	53	1,820	Western (incl. Alb. & W. S. etc.)	11,108,521	1,683,840	4,699,822	8,726,100	5,764,520	62,966	17,391,988	173.6	1,849,291	4,086,707	1,249,236	10	—					
30 Nov. '67	45.7	—	10.6	—	11	15	222	Worcester & Nashua	1,362,557	169,613	128,626	1,522,200	—	62,966	1,648,826	45.7	260,847	449,383	151,360	8	116					
NEW HAMPSHIRE.																										
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	—	431,845	1,799,000	1,060,000	20,974	3,281,345	93.5	—	467,714	147,12	80	—					
30 Nov. '67	53.6	—	8.0	—	21	16	271	Cheshire	2,689,307	*	280,780	2,085,925	672,200	—	2,970,067	63.6	433,660	686,0	128,62	8	—					
31 Mar. '67	34.5	—	—	—	28	26	470	Concord (par \$60)	1,500,000	—	148,924	1,500,000	—	—	1,746,886	124.1	240,024	941,321	164,838	9	74					
31 Mar. '67	26.9	—	2.8	—	2	2	—	Manchester and Lawrence	825,000	—	—	1,000,000	—	—	1,000,000	(Oper. by Concord)	97,926	9	128	—						
31 Mar. '67	19.8	—	1.0	—	1	1	—	Manchester and Northwheare	600,000	—	—	200,000	—	600,000	(Oper. by C.)	50,267	48,317	—	—							
31 Mar. '67	69.2	18.0	12.6	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,232	82.2	382,540	242,998	8	1204						
NEW JERSEY.																										
31 Dec. '66	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	—	556,742	128,939	—	—					
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,331,261	7,987,412	10,073,187	—	18,060,549	124.2	—	5,607,652	1,444,705	15	—					
31 Dec. '66	60.2	—	—	—	—	—	—	Camden and Atlantic	1,931,434	—	—	1,091,993	1,034,776	107,432	2,244,201	50.2	—	393,975	123,869	—	—					
31 Dec. '66	74.0	12.0	74.0	—	66	52	1,071	Central of New Jersey	7,080,000	1,984,600	5,250,728	13,000,000	1,500,000	—	16,711,102	120.0	1,234,815	3,551,244	1,617,268	10	118					
31 Dec. '66	63.0	—	46.5	24	48	274	Morris and Essex	6,973,921	2,181,111	2,089,639	3,500,000	5,516,950	124,522	9,625,492	63.0	1,020,078	3,04,869	70	—							
31 Dec. '66	35.8	—	—	—	35	98	180	New Jersey	2,830,328	827,566	1,580,141	5,000,000	5,516,449	123.8	6,586,622	170.0	1,770,862	222,769	22,951	—						
31 Dec. '66	21.8	—	—	—	26	16	161	Hudson River	13,374,874	2,168,971	2,168,971	7,227,460	1,167	15,643,												

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies no "Running dots" (---) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad.											Abstract of Balance Sheet.											Earnings.					
	Main Line.	Lateral and Branch Lines			Road in progress or projected.			Equipment.		Cars.			Companies.			Property and Assets.	Liabilities.	Total incl. all other assets and liabilities.	Road operated, incl. road leased, etc.			Mileage run by locomotives with trains.	Gross.	Net.	Dividends	Price of shares.		
		M.	M.	M.	No.	No.	No.	Engines.	Passenger.	Freight, etc.	Cars.	Other Assets.	Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	M.	M.	M.	M.						
31 Jan. '66	44.0	—	—	136.0	18	11	113	PENNSYLVANIA.	2,350,723	232,046	298,573	1,948,400	614,000	313,542	2,876,542	44.0	154,201	356,277	123,862	—	18							
31 Oct. '66	357.0	6.0	81.0	14.0	150	106	3,246	Allegheny Valley	56,357,560	*	83,348	29,564,406	29,916,930	1,156,819	60,721,124	507.0	2,041,771	4,583,40	1,476,036	—	15							
31 Oct. '66	65.0	2.5	4.5	—	21	9	233	Atlantic and Great Western	3,634,000	*	—	3,350,000	—	—	3,684,000	67.6	227,645	447,082	130,641	—	15							
31 Oct. '66	74.0	—	6.3	—	15	12	130	Catawissa	1,691,087	—	—	1,316,900	334,000	—	1,691,087	74.0	207,024	564,408	152,281	8	63							
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Cumberland Valley	9,687,427	2,912,417	11,288,600	8,270,500	717,222	15,376,322	204.5	1,909,775	2,738,49	714,826	20	118								
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	Del. Lackawanna and West'n	1,342,081	227,059	654,400	674,900	—	1,456,749	36.0	199,412	446,176	237,034	5	51								
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,060	352,000	1,000,000	1,620,000	—	2,620,000	78.0	286,143	617,531	108,700	25	25								
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	600,000	400,000	—	1,000,000	18.5	108,823	620,438	160,700	25	25								
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburgh	1,842,92	554,628	25,000	664,300	1,248,704	435,296	2,622,48	813,902	618,966	235,163	—	—								
31 Oct. '66	38.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	open by Penn.	R.R. Co.	7	56								
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	109,000	2,409,565	32.0	47,227	55,692	2,972	—	—							
31 Oct. '66	44.0	15.7	11.7	6.0	16	8	79	Huntingdon and Broad Top	2,188,498	*	—	685,180	1,482,140	—	2,188,498	59.7	194,282	250,906	53,596	—	16							
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	9,789,831	22,315	1,335,000	2,401,646	68,880	831,214	820	484,750	18,378	266,010	—	—								
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	53								
31 Oct. '66	28.8	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	1,598,965	2,606,100	88,000	73,555	3,604,655	(op. by Reading)	R.R.	R.R.	2	29								
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,500	—	—	3,775,600	—	—	—	—	—	—	—	—	87							
31 Oct. '66	55.8	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	8,124,737	—	6,887,235	67.5	345,588	902,212	382,500	—	23							
31 Dec. '66	354.8	33.3	66.3	—	452.0	247.0	1,707	Pennsylvania	25,642,634	15,371,215	15,238,686	20,000,000	15,938,250	—	44,261,544	365.6	7,080,026	16,583,883	5,967,520	9	55							
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., German'tn & Norristown	1,139,079	283,489	400,936	1,491,850	158,800	—	1,817,554	24.2	274,879	605,340	247,446	9	67							
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,860,733	—	—	5,083,760	13,600,000	600	18,084,000	285.7	1,424,110	2,541,052	454,075	—	26							
30 Nov. '66	147.0	—	255.4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,390,368	22,742,867	6,719,662	—	32,577,548	474 8	4,361,336	10,9, 2,819	6,016,631	10	46							
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	—	272,223	1,099,120	200,000	1,641,607	26.5	195,478	849,446	316,754	15	26							
31 Oct. '66	99.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	—	—	9,019,300	1,450,000	—	10,469,300	197.0	880,936	2,470,958	1,057,687	10	64							
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsburg and Connellsville	2,432,058	229,768	2,776,792	2,776,792	—	2,673,792	9,940,988	12,568,500	1,062,245	26,927,450	405.4	945,113	2,181,531	10	101					
31 Oct. '66	23.0	—	5.0	—	—	—	—	Pittsburg, Ft. Wayne & Chicago	1,569,450	—	—	866,450	700,000	—	1,562,450	28.0	149,056	348,188	130,922	41	40							
31 Oct. '66	26.1	4.0	—	—	8	18	38	Shamokin Valley & Pottsville	1,345,387	—	10,030	684,036	982,600	113,865	1,760,501	35.4	144,402	857,550	143,660	15	15							
31 Oct. '66	36.6	4.7	—	—	8	3	253	Tioga	826,367	—	22,301	549,400	316,000	26,292	1,995,913	36.6	120,064	264,123	123,812	25	46							
31 Aug. '67	62.0	—	5.1	—	16	17	132	RHODE ISLAND.	2,568,000	*	—	352,175	2,000,000	600,000	—	2,920,175	62.0	255,401	4,261,140	111,885	—	90						
31 Dec. '58	54.9	—	47.4	4	3	21	21	SOUTH CAROLINA.	801,616	34,372	250,000	706,365	195,256	197,905	1,099,586	61.9	—	—	288,265	—	151,536	6						
31 Dec. '58	109.6	—	13.0	—	13	9	176	Charleston and Savannah	1,719,045	*	—	1,201,000	384,000	—	1,096	—	—	—	—	—	—	—	—	—	—	—	—	
1 Jan. '59	143.2	21.3	—	—	—	—	—	Charlotte and South Carolina	2,439,769	324,161	—	1,429,008	114,000	—	164,546	—	—	—	—	—	—	—	—	—	—	—		
28 Feb. '67	102.0	—	11.0	—	11	8	105	Greenville and Columbia	2,255,404	—	51,078	898,950	1,028,000	272,259	2,199,209	102.0	164,496	317,775	66,687	—	—							
21 Dec. '66	136.0	108.0	—	—	47	34	343	South Carolina	8,511,957	—	549,110	5,814,798	447,491	9,821,75	242.0	—	—	1,312,738	387,332	—	—	—	—	—	—	—	—	
40 Sep. '60	47.6	—	—	—	—	—	—	TENNESSEE.	Central Southern (Tenn.)	1,021,439	*	—	505,214	514,000	99,110	1,187,707	47.6	—	—	29,967	417	19,187	—					
30 June '60	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	3,399,984	*	—	824,263	657,700	2,155,706	2,155,706	—	2,141,970	140.0	10 mos.	441,029	154,081	—	—					
30 June '60	140.0	—	8.0	—	15	8	81	East Tennessee and Virginia	6,283,585	1,002,601	2,195,331	5,312,725	1,232,580	921,957	9,431,617	291.0	786,331	1,661,612	71,490	—	—							
30 Jun. '67	271.6	19.4	20.0	—	55	50	472	Memphis and Charleston	2,259,267	141,144	—	570,000	1,361,000	145,000	—	2,063,595	—	—	—	—	—	—	—	—	—	—		
1859	—	271.6	16.0	20.0	9	5	242	Memphis, Clarkesv. & Louis.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '60	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	—	—	526,399	1,060,000	962,059	962,059	3,011,107	99.2	—	—	387,252	—	173,729	—					
1859	—	47.4	2.3	—	4	5	45	Mississippi Central and Tenn.	317,447	—	—	632,500	22,3															

AMERICAN RAILROAD JOURNAL.

PREFERRED AND GUARANTEED R. R. STOCKS

RAILROADS.		Amount of shares outstanding.	Div'ds	Rate.	Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)		1,910,000	7	7		
Atlantic & St. Lawrence (guarant'd)		2,494,900	6	6		
Baltimore and Ohio, (pref.)		3,000,000	7	7		
Berkshire (guaranteed)		600,000	7	7		
Boston, Concord & Montreal (pref.)		1,340,400	6	704		
Buffalo, N. Y. & Erie, (guaranteed)		875,000	7	-		
Camden & Atlantic (preferred)		620,800	7	24		
Catwissa (preferred)		1,150,000	7	274		
Chemung (guaranteed)		380,000	-	-		
Cayuga & Susquehanna (guarant.)		343,500	-	-		
Cheshire (preferred)		2,017,825	7	644		
Chicago & Alton (preferred)		2,425,400	7	133		
Chicago & Northwestern (pref.)		14,789,125	7	78		
Cochecho (preferred)		177,750	8	-		
Co. & Passumpsic Rivers, (pref.)		1,75,300	10	10	824	
Cumberland Valley (1st preferred)		241,900	8	8		
" (2d preferred)		243,000	8	8		
Detroit & Milwaukee (preferred)		1,500,000	-	-		
Dubuque & Sioux City (preferred)		1,968,171	7	34	76	
Elmira, Jeff. & Canadagua (guar.)		500,000	-	-		
Elmira & Williamsport (preferred)		500,000	7	7	40	
Erie (preferred)		8,536,910	7	7	75	
Hannibal & St. Joseph (preferred)		2,263,856	7	-	804	
Harrisburg & Lancaster (guar.)		1,182,100	7	7		
Housatonic (preferred)		1,186,000	8	8	104	
Indianapolis & Madison (pref.)		407,900	8	8		
Kennebec & Portland (preferred)		372,000	6	-		
Lackawanna & Bloomsburg (pref.)		500,000	7	-		
Marietta & Cincinnati (1st pref.)		6,556,135	7	3	30	
" (2d pref.)		4,051,744	7	3	12	
Michigan S. & N. Indiana (guar.)		787,700	10	10	140	
Mil. & Prairie du Chien (1st pref.)		3,204,296	8	8	97	
" " " (2d pref.)		841,400	7	7	98	
Milwaukee & St. Paul (preferred)		7,370,900	7	-	674	
New Haven & Northampton (guar.)		1,010,000	-	4	-	
New York & Harlem (preferred)		1,500,000	8	-	120	
Niagara Br. & Canandagua (guar.)		1,000,000	6	6	-	
Paterson & Hudson (guaranteed)		630,000	-	8	-	
Paterson & Ramapo (guaranteed)		248,000	-	54	-	
Peoria & Bureau Valley (guar.)		1,200,000	6	-	-	
Philadelphia & Reading (pref.)		1,561,300	7	7	-	
Philadelphia & Trenton (guar.)		1,000,000	-	10	-	
Pittsfield & North Adams (guar.)		450,000	6	6	94	
Port, Saginaw & Portsmouth (guar.)		1,500,000	6	6	-	
Rutland & Burlington (preferred)		382,700	8	-	-	
" (preferred)		808,176	6	-	-	
St. L. Alton & Terre Haute (pref.)		1,700,000	6	7	72	
Toledo, Wabash & Western (pref.)		1,000,000	7	7	71	
Toledo, Peoria & Waukesha (1st pref.)		1,651,814	7	-	-	
Troy & Greenbush (guaranteed)		908,425	7	-	-	
Vermont & Canada, (guaranteed)		274,400	6	6	50	
Warren (guaranteed)		1,000,000	8	8	1024	
White Mountains (guaranteed)		1,409,300	7	7	-	
Wrightson, Y. & Gettysburg (guar.)		200,000	5	5	-	
		317,050	2	2	-	

CANAL AND NAVIGATION STOCKS

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS :	\$	\$	p.c.	\$
Chesapeake and Delaware	100	1,343,568	38	
Chesapeake and Ohio	100	8,226,585	-	
Delaware Division	100	1,633,850	50	
Delaware and Hudson	100	10,000,000	10	152
Delaware and Raritan	100	2,298,400	10	-
Erie of Pennsylvania	50	64,000	-	-
Illinois and Michigan	-	-	-	-
Lehigh Navigation	50	6,968,146	10	28
Monongahela Navigation	50	728,800	3	-
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	89
North Branch	100	-	-	-
Sault Ste Marie	100	-	-	-
Schuylkill Navigation (consolid.)	50	1,968,207	12	-
" (preferred)	50	2,888,988	22	-
Susquehanna and Tide Water	50	2,048,260	17	-
Union	-	-	-	14
Union (preferred)	50	2,787,000	44	-
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 18.

	Tu. 12	W. 13	Sat. 14	M. 16	Tu. 17	W. 18
Atlantic M. S. S. Co.	99 $\frac{1}{2}$	99	96	88	87 $\frac{1}{2}$	86 $\frac{1}{2}$
Boston, Hartford & Erie	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14	14	14	14
California 7s	-	-	-	-	-	-
Canton Co.	58 $\frac{1}{2}$	59	57 $\frac{1}{2}$	45 $\frac{1}{2}$	46 $\frac{1}{2}$	45 $\frac{1}{2}$
Central of N. Jersey	117 $\frac{1}{2}$					
Chicago & Alton	-	130	-	-	131	-
" pref.	-	-	-	-	-	-
" 1 M.	-	-	-	-	-	103
" S. F.	-	-	-	-	-	-
" Inc'ds	-	-	-	-	-	-
Chicago, Bur. & Q.	-	-	150	-	-	-
Chi. & Gt. Eastern 1st m.	-	-	-	-	-	86
Ohio & Northwest 7s	66	71	66 $\frac{1}{2}$	66 $\frac{1}{2}$	64	64
" pref.	73	74	73 $\frac{1}{2}$	73 $\frac{1}{2}$	72 $\frac{1}{2}$	72 $\frac{1}{2}$
" 1st M.	-	-	-	-	-	-
" 2d M.	-	-	-	-	-	-
" 4 S. F.	-	-	-	-	-	-
" Consol.	87 $\frac{1}{2}$	88	88	87 $\frac{1}{2}$	88	88
Chicago & Rock Isl.	94 $\frac{1}{2}$	95	94 $\frac{1}{2}$	94 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$
" 1st M. 7%.	-	100 $\frac{1}{2}$	-	-	-	-
Chi., R. I. & Pa. 7s 1896	-	95	94 $\frac{1}{2}$	-	94 $\frac{1}{2}$	95
Clev. Col. and Clin.	-	-	106	-	-	-
Clev. and Pittsburg	93	96 $\frac{1}{2}$	98	98	90 $\frac{1}{2}$	90
Clev. and Toledo	105 $\frac{1}{2}$	106 $\frac{1}{2}$	105	105 $\frac{1}{2}$	103 $\frac{1}{2}$	103
Clev., Painesv. & Ash.	-	102	-	-	-	100
Cumberland Coal, prof.	-	-	-	-	81	80 $\frac{1}{2}$
Del. & Hudson Canal	148 $\frac{1}{2}$	150	151	-	151	152
Del., Lack. & West.	-	114	-	-	-	113 $\frac{1}{2}$
" 1M. 8p.c. '71.5	-	-	-	-	-	-
" 2M. 8p.c. '81	-	-	-	-	-	-
Erie	-	75	76	74 $\frac{1}{2}$	70 $\frac{1}{2}$	67 $\frac{1}{2}$
" pref.	-	70 $\frac{1}{2}$				
" 1 M. 7p.c. '67	-	-	-	-	-	-
" 2 M. 7p.c. '79	-	-	103	-	-	-
" 3 M. 7p.c. '82	-	-	-	-	-	-
" 4 M. 7p.c. '80	-	-	94 $\frac{1}{2}$	-	-	-
" 5 M. 7p.c. '88	-	-	93	-	-	-
Great Western 2d mort.	-	-	-	-	77	76 $\frac{1}{2}$
Madison River	-	142 $\frac{1}{2}$	140 $\frac{1}{2}$	140	136 $\frac{1}{2}$	134
" 1M. 7p.c. '69	-	-	-	-	-	-
" 2M. S. F.	-	-	-	-	-	105
" 3M. 7p.c. '75	-	-	-	-	-	-
Illinois Central	133	133	138	-	-	137
" bonds	-	-	115	-	-	-
Marietta & Clin. 1st pref.	-	30 $\frac{1}{2}$	-	-	28 $\frac{1}{2}$	30
" 2d "	-	-	-	-	-	-
Mariposa Mining Co.	-	-	-	-	-	64
" pref.	104	104	104	104	104	104
Michigan Central	112 $\frac{1}{2}$	113	-	-	-	113
" SF. 8p.c. '82	114	-	-	-	-	-
" conv. 8p.c. '61	-	-	-	-	-	-
M. S. and N. I.	90	89	89	88 $\frac{1}{2}$	88	88
" guard	-	-	-	-	-	-
" 1M. S. F.	-	-	-	-	-	101 $\frac{1}{2}$
" 2 M. "	-	-	-	-	-	-
Mill. and P. du Chien	-	-	97	-	-	-
" 1st pref.	-	-	-	-	-	-
" 2d pref.	-	-	-	-	-	-
" 1st M.	-	-	-	-	-	-
Milw. and St. Paul	51	52	52	52	51 $\frac{1}{2}$	51 $\frac{1}{2}$
" pref.	66 $\frac{1}{2}$	68	68	67 $\frac{1}{2}$	67	66 $\frac{1}{2}$
" 1st mort.	-	88 $\frac{1}{2}$	-	-	-	-
" 2d mort.	-	88	-	-	-	-
Missouri 6s	87	87 $\frac{1}{2}$	88	88 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$
" iss. to H. & St. J. R.	-	-	-	-	88 $\frac{1}{2}$	-
" Pacific	-	-	-	-	-	-
Morris and Essex	-	-	-	-	-	-
" 1st mort.	69	-	-	-	-	-
" 2d mort.	-	-	88	-	-	-
N. Jersey R. R. & T. Co.	132	132	132	-	-	118
New York Central	138	127	127	126 $\frac{1}{2}$	121 $\frac{1}{2}$	118
" 7s. S. F. '76	-	-	-	-	-	-
" 7s. conv. '76	-	-	127 $\frac{1}{2}$	-	-	-
" 6s. S. F. '83	95	-	-	-	-	95
" 6s. S. F. '87	-	-	-	-	-	-
N. York & Harlem	-	-	-	-	-	-
" pref."	-	-	-	-	-	-
" 1M. 7p.c. '73	-	-	-	-	-	101
" 3M. 7p.c. '67	-	-	-	-	-	-
N. Y. and N. Haven	-	-	141	-	-	-
N. Carolina 6d ex-coup.	66	65	64 $\frac{1}{2}$	64 $\frac{1}{2}$	64 $\frac{1}{2}$	64
" new	-	65	64 $\frac{1}{2}$	30 $\frac{1}{2}$	30 $\frac{1}{2}$	29 $\frac{1}{2}$
Ohio & Miss.	30 $\frac{1}{2}$	29 $\frac{1}{2}$				
Pacific Mail S.S. Co.	110 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	110 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$
Panama	-	-	235	-	-	230
Phila. and Reading	93	93	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92
Pitt. Ft. W. & Chicago	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	101 $\frac{1}{2}$	101
" 1M.	-	-	106	-	-	-
" 2M.	-	-	-	-	-	-
" 3M.	-	-	93	-	-	93
Quicksilver Mining Co.	21 $\frac{1}{2}$	21	20 $\frac{1}{2}$	20	20 $\frac{1}{2}$	20 $\frac{1}{2}$
St. L						

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 18.
Th. 12. F. 13 Sat. 14. M. 16. Tu. 17. W. 18

FEDERAL STOCKS:-							
U. S. 6s, 1871, reg.	119	—	—	—	—	—	—
U. S. 6s, 1871, coup.	123	—	—	—	—	—	—
U. S. 5s, 1874, reg.	—	—	—	—	—	—	—
U. S. 5s, 1874, coup.	112	—	—	—	—	—	—
U. S. 5s, 1865, coup.	—	—	—	—	—	—	—
U. S. 5s, 10-40s, coup.	101	101	101	101	101	101	101
U. S. 5s, 10-40s, reg.	—	—	—	—	—	—	—
U. S. 6s, 1881, reg.	—	—	—	—	—	—	—
U. S. 6s, 1881, coup.	1'0	111	111	111	111	110	109
U. S. 6s, "81, O. W. L.	—	—	—	—	—	—	—
U. S. 6s, 1881, "4	—	—	—	—	—	—	—
U. S. 6s, 1865, reg.	—	—	—	—	—	—	—
U. S. 6s, 1868, coup.	140	—	—	—	—	—	—
U. S. 6s, 5-20s, reg.	107	107	107	107	107	107	107
U. S. 6s, 5-20s, c. '02	110	110	110	110	110	110	110
U. S. 6s, 5-20s, reg.	64	—	—	—	—	—	—
U. S. 6s, 5-20s, c. '64	107	107	108	108	108	108	107
U. S. 6s, 5-20s, reg.	65	107	107	108	108	108	107
U. S. 6s, 5-20s, r. n. '65	108	108	108	108	108	108	108
U. S. 6s, 5-20s, c. n. '65	106	107	107	107	107	106	106
U. S. 6s, 5-20s, r. n. '67	106	107	107	107	107	106	106
U. S. 6s, 5-20s, c. n. '67	106	107	107	107	107	106	106
7.30 Notes, 2d series.	105	105	106	106	106	106	106
" " 3d series.	105	105	106	106	106	106	106

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 17.
W. 11 Th 12 F. 13 Sat. 14 M. 16 Tu. 17

Catawissa							
" preferred	26	26	27	27	27	27	27
Camden & Amboy	128	124	126	126	125	125	125
" " 6s, '70	—	—	—	—	—	—	—
" " 6s, '75	—	—	—	—	—	—	—
" " 6s, '83	—	89	—	88	89	89	89
" " 6s, '89, '94	—	—	—	88	88	88	88
" mort. 6s, '90, '97	—	97	97	97	97	98	98
Del. Div. Canal	—	—	—	—	—	—	—
Elmira & W' report	31	—	—	—	—	—	—
" " pref.	—	—	—	—	—	—	—
" " 7s, '95	—	—	—	—	—	—	—
Lehigh Navigation	28	28	28	28	28	28	28
" " 6s, '84	—	87	—	87	87	87	87
Lehigh Valley R. R.	53	53	53	53	53	53	53
" " 6s	96	—	—	—	—	—	—
Little Schuylkill R. R.	—	—	—	—	—	29	29
" " 7s	—	—	—	—	—	—	—
Minehill	—	57	—	—	—	—	—
Morris Canal	—	—	—	—	—	—	—
" " pref.	87	—	—	—	—	—	—
" " 6s, '78	—	—	—	—	—	—	—
North Pennsylvania	33	—	—	—	—	—	—
" " 6s	88	—	—	—	—	88	88
" " 10s	115	—	—	—	—	—	—
Northern Central	44	44	44	44	44	44	44
Pennsylvania R. R.	55	55	55	55	55	55	55
" 1st m. '91	—	101	—	101	—	101	—
" 2d m.	98	—	—	—	—	—	—
Penn. State, 6s 1st series	104	—	104	—	—	—	—
" " 6s, 2d series	—	106	—	106	—	—	—
" " 6s, 3d series	108	—	108	—	—	—	—
" " 6s, W. L.	—	104	—	104	—	—	—
Philadelphia City, 6s	99	99	99	99	99	99	99
" " new 106	103	103	103	103	103	103	103
Philad. Germ. & Nor.	66	—	—	—	—	67	67
Phil. & Reading	46	46	47	46	46	46	46
" " 6s, '86	—	—	—	—	—	—	—
" " 6s, '70	100	100	—	—	—	—	—
Philadelphia & Erie	28	16	26	—	—	26	26
" " 6s	—	—	—	—	—	—	—
Philad. & Sunbury, 7s	—	—	—	—	—	—	—
Schuylkill Navigation	12	—	—	—	—	—	—
" " pref. 22	—	22	22	—	—	—	—
" " 6s, '82	—	71	70	—	—	—	—
" " 6s, '76	98	—	66	—	—	—	—
" " 6s, '72	—	—	—	—	—	—	—
Susq. Canal	16	—	16	—	—	17	17
" " 6s, '78	61	—	62	—	—	62	62
Union Canal, pref.	—	—	—	—	—	—	—
" " 6s, '83	—	—	—	—	—	—	—
Wyoming Valley Canal	—	—	—	—	—	—	—
" bonds	—	—	—	—	—	—	—
Huntington, (Horse)	—	—	10	—	—	—	—
Chestnut & Wal.	—	—	—	—	—	—	—
Green & Coates,	—	—	—	—	—	—	—
2d and 3d streets,	—	—	58	—	—	—	—
Spruce & Pine,	—	24	—	—	—	—	—

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 17.
W. 11 Th 12 F. 13 Sat. 14 M. 16 Tu. 17

Baltimore City 6s, 1875, 99							
" " 1886	—	99	—	—	—	—	—
" " 1870	—	—	—	—	—	—	—
" " 1890	—	97	97	—	—	—	—
" " 1893, '94	—	94	—	—	—	—	—
Balt. and Ohio	—	—	128	—	—	—	—
" bds, '82	—	—	—	—	—	—	—
" " '75	—	—	—	—	—	—	—
" " '80	—	—	—	—	—	—	—
" " '85	99	98	—	—	—	—	—
Marietta & Cin. 1st m. '93	92	—	92	—	—	92	92
" 2d m. '93	78	73	73	—	—	78	78
Northern Central	44	44	44	45	45	45	45
" bds, 1885	—	—	—	—	—	—	—
" " 1900	—	—	—	—	—	—	—
City Passenger R. R.	—	—	19	—	—	—	—

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 18.

Boston and Albany							
Boston and Lowell	—	128	—	—	—	—	—
Boston and Maine	—	139	138	—	—	140	—
Boston and Providence	—	144	144	144	144	138	—
Boston Hartford & Erie	—	64	—	—	64	—	—
Concord	—	74	—	—	—	—	—
Connecticut River	—	125	—	—	—	—	—
Eastern	117	117	118	118	118	118	—
Fitchburg	130	130	130	—	130	130	—
Manchester & Lawrence	—	—	—	—	—	—	—
Michigan Central	—	113	113	113	113	113	—
Northern N. H.	—	120	—	—	—	—	—
Ogdens & Lake Champlain	62	61	—	—	—	—	—
Old Colony & Newport	90	90	90	—	91	91	—
Ph. Wil. & Baltimore	—	54	54	54	54	54	—
Portl'd, Saaco & Forts.	—	103	103	—	102	102	—
Vermont & Canada	90	—	—	—	90	—	—
Vermont & Mass.	—	58	—	—	—	—	—
Broadway (Horse)	—	—	58	—	—	58	—
Cambridge	—	100	100	100	—	99	—
Metropolitan	—	64	—	—	64	—	—
Middlesex	—	—	—	—	—	—	—
Central Mining Co.	—	—	—	—	—	28	—
Copper Falls	—	23	—	—	23	—	—
Franklin	—	18	—	—	18	—	—
Huron	—	—	—	—	—	—	—
Isle Royale	—	—	—	—	—	—	—
National	—	—	—	—	—	—	—
Minnesota	—	8	—	—	8	—	—
Pewabody	—	23	23	23	23	24	24
Pittsburg	—	—	—	—	—	—	—
Quincy	—	29	—	—	29	—	—
Rockland	—	—	—	—	—	—	—

London Stock Exchange.

The following were the closing prices for American Securities Feb. 21st, and 28th:

Closing Prices							
Feb. 21.	72	@	72	71	@	71	Feb. 28.
United States, 5-20s, 6 per cent 1882.	72	@	72	71	@	71	
Do. do. 6 do. 1884.	72	@	72	71	@	70	
Do. do. 6 do. 1885.	71	@	71	70	@	70	
Do. do. 6 do. 1886.	87	@	88	86	@	86	
Do. Bonds p. c. 1874.	70	@	72	69	@	69	
United States 10-40s, 6 per cent 1904.	67	@	68	65	@	65	
Massachusetts State 5 per cent	85	@	87	84	@	84	
Virginia State, 5 per cent	50	@	52	49	@	49	
Do. 6 per cent	50	@	52	49	@	49	
Atl. & Gt. Western, N. Y. sec., 1st mort.	55	@	60	54	@	54	
Do. 2d mort. 1891	53	@	58	52	@	52	
Do. Penn. 1st mort. 1877.	55						

\$8,289,180 including \$376,070 from customs; and payments, \$2,894,782; on Tuesday, receipts, \$1,-514,547 including \$415,993 from customs, and payments, \$1,481,446. The balance at the close of business on Tuesday stood at \$105,820,972, against \$102,011,491 a week previous; and \$99,427,943 on Feb. 25, 1868. The office will presently make some heavy disbursements, to the great relief of the extreme stringency in the Money Market.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to date of latest local report was \$245,869,740; aggregate redemptions, \$200,565,000; leaving outstanding certificates to the amount of \$35,804,740. The latest report from the national capital made the outstanding amount of coin certificates on the 1st of March, \$25,899,360, against \$29,619,280 on the 1st of February, 1868.

Government revenues have been on a moderate scale, since our last. The excises have been less prolific, while the customs have yielded fairly. The excises, last week, yielded some four millions, against \$5,458,629 the preceding week; customs at the port of New York, \$2,542,325 and at the outports, about \$850,000 (in coin) more, making the grand total income for the week equal to about \$8,665,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about \$140,000,000.

Government received from customs, through the port of San Francisco, from Jan. 1, to Feb. 15, 1868, \$988,784.

Gold has been in much less request, since our last, particularly on speculative account, and the price has been depressed, having fallen on Wednesday, as low as 138½@138¼, as against 139¾@139½ the preceding Wednesday. The severe pinch in money has had the effect of seriously embarrassing the speculative element, and preventing anything like confident operations for a rise. The customs call for gold has been fair, while the export has been quite moderate. The *Russia* on Wednesday carried off \$121,913 in specie. The latest quotation on that day was 138¾.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$1,256,087, against \$870,093 same time last year. The customs demand for Gold last week, averaged \$123,721 a day; thus far, this week, it has been equal to \$396,081 a day, or equal to a weekly aggregate of \$2,376,186. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$506,908 and from California, none. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been \$78,817,248, against \$90,978,093 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been \$23,573,010 against \$30,458,218 same time in the preceding fiscal year, showing a decrease of \$6,885,202 in 1867-'68. The exports of specie from this port, last week, were \$1,096,916, against \$247,744 same week last year. The exports of specie, hence, since July 1, 1867, have been \$41,406,246, against \$22,982,321

same time in 1866-'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$483,000, and since July 1, 1867, \$53,952,606, against \$36,133,340 same time in 1866-'7. The specie exports from San Francisco, from Jan. 1, to Feb. 15, 1868, were \$4,909,745, against \$6,268,078 same time last year.

Foreign Exchange has been more actively sought after at firmer prices; but it closes in favor of purchasers, the supply having gained on the demand, which was quite moderate for the outgoing steamers of Wednesday.

Bankers' prime sixty day bills on London closed on Wednesday at 109½@109¼, and on Paris to 5.16½c.@5.15½c.; sight bills on London to 109½@110½, and on Paris to 5.13½c.@5.12. The offering of produce bills have been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$4,052,946, against \$4,315,898 same week last year; total, since July 1, 1867, \$127,663,005, against \$136,286,990 same time in 1866-'67.

Government securities were in very good request early in the week at advancing figures, but toward the close, the offerings were augmented, partly by the money pressure, and prices receded a fraction, on a less confident business speculative holders, in need of current funds for Stock Exchange purposes, were realizing on their investments in the national interest bearing obligations, on Tuesday and Wednesday; and to this process was traced most of the depression noticeable, late in the week, under review. The very latest dealings indicated more steadiness, with symptoms of animation and buoyancy.

U. S. sixes of 1861 closed here on Wednesday at 110½@110¾; U. S. Five-twenties of 1862, 110@110½; U. S. Five-twenties of 1864 at 107½@108; U. S. Five-twenties of 1865 at 108½@108½; U. S. Five-twenties of 1865, consolidated, 105¾@106; U. S. Five-twenties of 1867, 106½@107½; U. S. Ten-forties at 100¾@101, and U. S. Seven-thirties at 105¾@106. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ½@¼ of 1 per cent. on these figures:

May, 1865 118½ | September, 1865. 116½
August, 1865 117½ | October, 1865 116
U. S. three per cent. certificates 100½

Government paid off \$80,202 of the matured loan of 1847-'67, in February.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Mar. 4.	Mar. 11.	Mar. 18.
Consols	98½	98½	98½
U. S. 5-20's of 1862.	71½	71½	72½
Erie	47½	48½	45½
Ill. Central	89½	89½	89½

Railway and miscellaneous share property has been less confidently dealt in, and further depressed in price, by extensive realizations, on speculative account, partly resulting from the extraordinary activity and closeness in Money; and partly from the unprecedented conflict for the control of the Erie Road. There has been a very general and decided settling of values, leading to much embarrassment among operators; and a number of more or less important failures.

General business has been less animated, in all the leading branches. Breadstuffs closed in favor elsewhere in our columns:—

of buyers. Provisions, rather more firmly. Middle upland cotton closed buoyantly at 25@25½ cts., per lb. The stock of cotton now here is estimated at about 62,500 bales. The receipts at the port this week, have averaged about 8,200 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 1,751,000 bales, against 1,446,000 bales same time last year; exports, same time 1,141,000 bales, against 827,000 bales same time last year; stock on hand at latest dates, 350,000 bales, against 598,000 bales same date last year. Beeswax have been in more demand and somewhat firmer this week, ranging from 12@13½c. per lb.; week's receipts, 4,979. Veal calves in better supply and less request at from 10@13½c. per lb.; receipts, 1,180. Sheep and lambs moderately active at barely steady prices, ranging from 6@9½c. per lb.; receipts, 14,962. Swine quiet at from 8½@9¾c. per lb., all live weight, receipts, 10,720. The movements in general merchandise have been on a restricted scale, though buyers, in most instances have had any existing advantages as regards price. There has been less movement in the dry goods line. The firmness of the principal holders of seasonable fabrics has tended to check operations. The inquiry for domestic cotton has fallen off materially, and less buoyancy has been noticeable in the market. Woolens have not varied in value essentially, but have not been selling freely. Foreign goods have been in moderate request and dress fabrics have been generally steady. The total imports of foreign dry goods, last week, were \$2,031,298, and the total amount marketed \$2,184,305. The value of foreign merchandise imported last week, was \$2,532,061 —making the grand total specie value of last week's imports of dry goods and merchandise, \$4,563,354, against \$4,601,700, same week last year; total since July 1, 1867, \$159,662,863, against \$190,493,671 same time in 1866-'67. The ocean freight market has been quiet since our last, and rates have been depressed. For Liverpool we quote flour at 2s. @2s. 3d. by sail, and 2s. 6d. by steamer, per bbl.; grain at 6d. @6½d. by sail, and 8d. @8½d. by steamer, per bushel; cotton at ½@½ by sail, and ½@½ by steamer, per lb.; and heavy goods at 25s. @30s. by sail, and 32s. 6d. @45s. by steamer, per ton. Total number of vessels in port on Wednesday 506.

The New York exports, exclusive of specie, for the week ending Mar. 17, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	\$4,315,398	\$4,025,946
Prev. reported	37,279,964	32,467,174

Since January 1..... \$41,595,362 \$36,520,120

The New York imports for the week compare as follows:

	1867.	1868.
Dry goods	\$2,272,278	\$2,031,298
Gen. merchandise	2,329,422	2,532,061

Total for the week.... \$4,601,700 \$4,563,354
Previously reported.... 47,942,601 38,190,554

Since January 1..... \$52,544,301 \$42,753,908

The balance in the Sub-Treasury on Wednesday was \$101,229,577 89.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 6s, 1872, 101; Michigan 6s, 1883, 95; Georgia 7s, 86; do., 6s, 73½; Brooklyn 6s W. L., 97; Galena and Chicago 1st mort., 100½; Long Dock bonds, 97½; Memphis and Charleston 2d mort., 70; Pacific R. R. 7s, guar. by Mo., 90; Renssalaer and Saratoga R. R., 84¾; Hannibal and St. Joseph, 74½; do., pref., 80½; Stonington, 90; Union Navigation, 20½; Boston Water Power Co., 20½; Adams' Express Co., 76; Merchants' Union Exp., 34¾; U. S. Express, 70; Wells Fargo Exp., 36; Am. Exp., 68½; American Coal, 45; Central Coal, 48; Western Union Telegraph, 34; Am. Exchange Bank, 117¾; Bank of Commonwealth, 108; Shoe and Leather Bank, 112; Metropolitan Bank, 136; Mechanics' Bank, 123; Central National Bank, 105½; St. Nicholas Bank, 108; Ocean Bank, 102½; Park Bank, 150; Fourth National Bank, 104½; Bank of Commerce, 117; Tenth National Bank, 101½; Ninth National Bank, 104; Consol. Gregory Gold, 3.10; Corydon, 0.35; Davidson Copper, 0.42; Edgehill Mining, 8.80; Keystone Silver, 0.02; Liberty Gold, 0.03; La Crosse Gold, 0.46; Montana Gold, 0.80; New York Gold, 0.56; Quartz Hill Gold, 1.05; Rocky Mt. Gold, 0.17; Reynolds Gold, 0.01; Smith and Parmalee Gold, 2.60; Wallkill Lead, 0.26; Buchanan Farm petroleum, 0.42.

Philadelphia.—Steubenville and Indiana 1st mort. 69½; Lehigh Coal and Navigation 6s, gold loan, 91½; West Jersey R.R. 6s, 90; North Penna. 7s, 85; Morris Canal Boat Loan, 85; Phila. and Erie 7s, 79; Phila. and Reading mort., 6s, 1843-80, 93½; Belvidere Delaware 3d mort., 6s, 80½; Phila. and Trenton R. R., 125; Pittsburgh 5s, 72½; New Jersey State 6s, 103; Allegheny Co. coupon 5s, 75½; Chestnut and Walnut street R.R. 6s, 88; Feeder Dam Oil, ½; Hazleton Coal, 47; Green Mt., 3½; N. Y. and Middle Coal Fields, 3.44; New Creek Coal, ¼; Shamokin Coal, 5½; Buck Mt. Coal, 45; St. Nicholas Coal, ¾; Corn Exchange Bank, 73; Western Bank, 97; Girard Bank, 60½; City Bank, 72; Commercial Bank, 61; Bank of Republic, 97; Penn. National Bank, 59; Philadelphia Bank, 161; Farmers' and Mechanics' Bank, 181. The latest quotations are: City 6s, 99¾@100; do., free of tax, 103@103½; State 6s, reg., 98@98½; do., coupon, 96@96½; do., 6s, W. L., 102@102½; Reading, 46½@46½; do., 6s, 1870, 100½@100½; do., bonds, 93@94; Camden and Amboy, 125@125½; do., mort. 6s, 1889, 97@97½; do., 1883, 89@89½; Penn. R. R., 54½@55; do., 1st mort., 101@101½; do., 2d mort., 98@98¾; Little Schuylkill R. R., 29@30; Morris Canal, 30@50; do., pref., 88@89; do., bonds, 88@93; Wyoming Valley Canal, 39@45; do., 6s, 78@85; Susquehanna Canal, 14¾@16¾; do., 6s, 61@62½; Sch. Nav., 12@13; do., pref., 22½@23; do., 6s, 1882, 70½@71; Union Canal bonds, 15@17; Delaware Div. Canal, 49@49½; do., bonds, 83@89; Elmira and Williamsport, 30@32; do., pref., 40@40½; do., 7s, 1873, 96@96½; do., 6s, 59½@60½; Lehigh Coal and Navigation, 28@28; do., bonds, 1884, 87½@87½; North Pennsylvania, 32@33; do., 6s, 88@88½; Philadelphia and Erie, 26¾@26½; do., 6s, 94@95; Minehill, 56¾@57; Catawissa, 6@10; do., pref., 27½@27½; Lehigh Valley, 52¾@53; do., bonds, 95½@96; Fifth and Sixth streets, (horse), 35@40; Second and Third, 57½@57½; West Philadelphia, 65@67; Spruce and Pine, 24@24½; 19½; Canton Co., 56½@—; Am. Gas Coal, 0.15

Green and Coates, 30@30; Chestnut and Walnut, 45@45½; Thirteenth and Fifteenth, 16@17; Girard College, 27@27; Tenth and Eleventh, 64@64½; Union, 37@37; Hestonville, 10@11½.

Boston.—Connecticut and Passumpsic Rivers pref., 82½; Indianapolis and Cincinnati, 29½; Boston and Maine new stock, \$50 paid, 80½; Boston and Lowell, old stock, 128; Old Colony and Newport 7s, 1877, 102½; Vermont Central and Vermont and Canada 8s, 1877, 102; Rutland and Burlington 1st mort., 146; do., 2d mort. 7s, 55; Central Pacific 7s, 108½; Cheshire R. R. 6s, 92; Boston, Hartford and Erie 7s, 63; Ogdensburg 1st mort., 100; Vermont Central 1st mort., consolidated, 70½; Stanstead, Shefford and Chamby 7s, 1887, 68; Eastern R. R. 6s, 1874, 95; Boston Water Power Co., 20¾; Cary Imp. Co., 7¾; Essex Co., 117½; Maine 6s, 1883, 100½; Connecticut 6s, 1881, 100; Massachusetts 5s, 1894, 107; Boston City 6s, 1877, currency, 108½; Augusta 6s, 1887, 94; Portland 6s, 1877, R. R. Loan, 95½; do., Building Loan, 97½; Gardiner 6s, 1870, 97½; St. Louis 6s, 1887, 86; do., gold, W. L., 99½; Louisville 6s, 1886, 82; Chicago 7s, municipal, 97½; do., sewerage, 99½; Chelsea 5½s, 1883, 92½; Albany 6s, 1879, 95½; Augusta 6s, 1887, 91½; Boston Gas Light, 792½; National Bank of Commerce, 122½; North National Bank, 117½; Webster National Bank, 112½; Merchants' National Bank, 120½; Market National Bank, 110½; State National Bank, 107; Suffolk National Bank, 120; Old Boston National Bank, 65; Exchange National Bank, 150½; Second National Bank, Granite, 150½; Fanuel Hall Bank, 129½; Eagle National Bank, 117½; Blackstone National Bank, 132; Boston National Bank, 120; Eliot National Bank, 11½; Bay State Mining Co., 3; Petherick, 75c.; Allouez, 3½; Hancock, 5¾; Phoenix, 4½; French Creek, 10c.; Superior, 1¾; Humboldt, 60c.

Baltimore.—Wilmington and Welden 7s, gold, endorsed by North Carolina, 86@86½; Western Maryland 2d mort., guaranteed, 91; Central Ohio 1st mort., 87; N. W. Virginia 2d mort., 95; Orange and Alexandria R.R. bonds, 70; Parkersburg R. R., 30; Virginia 6s, old, reg., 45½; do., 1867, reg., 44; do., 1866, reg., 45; Maryland 6s, 1870, ex-int., 100; Liberty Copper, 0.60; Atlantic Coal, 0.85; George's Creek, 70; Balt. and Cuba S. and M. Co., 47½; National Exchange Bank, 98; Mechanics' Bank, 11; Union Bank, 62; Franklin Bank, 13½; Farmers' and Merchants' Bank, 45½. The latest quotations are: Balt. and Ohio, 128½@129; do., 6s, 1875, 96¾@97; do., 1880, 96¾@97; do., 1885, 98¾@98¾; Northern Central, 45@45; do., bonds, 1885, 84¾@85½; do., 1900, 83@85; Parkersburg Branch, 35@38; N. W. Va., 1st mort., 94@—; do., 2d mort., 94@95; do., 3d mort., 1873, 92½@92½; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 92@92½; do., 2d mort., 73½@73½; Central Ohio, 36@37; do., 1st mort., 87@88; Western Md. 6s, 1890, 75@75; do., guar., 94@95; Maryland 6s, coupon, 1870, 102@102; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 99¾@99¾; do., 1886, 99@99½; do., 1890, 97¾@98; do., coupon, 99@—; do., Park, 97½@98½; do., 1893, 94@96; do., 5s, 1888-70, 80@80; City Passenger R. R., 19@19½; Canton Co., 56½@—; Am. Gas Coal, 0.15

@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 70@70; Santa Clara, 1.50@2.00; Atlantic Coal, 0.82@0.84; Baltimore Coal, 290@—.

Hudson River Cement Works.

Up to the date of the destruction of the Works of this Company, at Jersey City, N. J., on the 17th of July last, they had been engaged for a period of eighteen years in the manufacture of a fine and superior quality of Hydraulic Rosendale Cement. During twelve years of this time Mr. J. H. BUTTS has acted as agent, and part of the time as Treasurer of the company; and for the last six years prior to the burning of the Works, as Secretary and General Superintendent. Their Works are now located on the West Bank of the Hudson River, at Kingston, N. Y., where they have ample facilities for manufacturing 600 bbls. per day, with a dock front of 500 feet, and sufficient depth of water to load the largest class vessels. We are assured by Mr. BUTTS, who still continues his services with them, that it is the determination of this company to maintain the high reputation acquired by them as manufacturers of a superior article, and one that is every way adapted to the construction of works where strength, durability, and resistance to the atmosphere and to the action of water are desired. The Cement is deliverable either at the Works, or in New York City. Address J. H. BUTTS, Agent, 95 Liberty Street, New York.

St. Louis and Iron Mt. Railroad.

The bill to restore the Iron Mountain Railroad to Mr. Allen, and confirm his title in it, which passed the State Senate some time since, but was defeated in the House, was reconsidered in the latter body on the 13th inst., stripped of its several restrictive amendments, and passed by a vote of 91 to 19. It was then returned to the Senate for concurrence in an amendment to exempt Gov. Fletcher from any legal action for seizing the road, and was immediately passed by an unanimous vote. The enterprise is an important one, and the road, it is said, will now be pushed rapidly forward, so that in one year trains will run from St. Louis to Mobile and New Orleans.

Pittsburg and Connellsville Railroad.

The Mayor of Baltimore having failed to approve the ordinance for the renewal and extension of the mortgage debt due the city of Baltimore by the Pittsburg and Connellsville Railroad Company, and to fund the arrears of interest due thereon, recently passed by a three-fourths vote in each branch of the City Council, it was promptly passed over the veto: in the first branch by a vote of 19 to 3; and in the second branch by a vote of 8 to 2. It will go into effect immediately. The ordinance was published in full in our last issue.

Kent County Railroad.

The Chestertown (Md.) News says that the board of directors of the Kent County Railroad had another meeting at their office in Chestertown on Thursday last, and that there is a good prospect for the early completion of a contract with a New York company, upon terms much more favorable than any heretofore offered. Should this contract be consummated the unavoidable delay in the commencement of the road will insure greatly to the benefit of the company.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Alton Railroad for the second week in March, 1868, were..... \$65,182 00
Corresponding period previous year .. 62,000 00

Decrease..... \$3,182 00

The earnings of the Chicago and Northwestern Railroad for 2d week in Mar., 1868.. \$189,816 50
Corresponding week previous year .. 167,140 48

Increase \$22,676 02

The earnings of the Toledo, Wabash and Western Railroad for the 1st week of March, 1868, were..... \$51,644 00
Same week in 1867..... 53,569 00

Decrease \$1,925 00

The earnings of the Atlantic and Great Western Railway for the second week in Mar., 1868, were..... \$70,208 00
Corresponding week previous year.... 99,796 00

Decrease \$29,588 00

The earnings of the Michigan Central Railroad for the 1st week in Mar., 1868, were.. \$53,543 00
Corresponding week of previous year.. 98,193 00

Decrease \$39,650 00

Hudson River West Shore Railroad.

A company has been incorporated with a capital of \$4,500,000, to build a first class double track road from Jersey City to Athens, a distance of 115 miles, connecting by the Albany and Schenectady Railroad with the New York Central at Schenectady. The road is located on the bank of the river the whole distance, commencing at Jersey City, opposite the lower part of New York, passing under the Palisades, around West Point, on an easy curve of 4°; under Cro' Nest, and thence along the river bank to its terminal point at Athens. The company have an absolute grant from Congress along the whole river front of the Military Reservation at West Point.

Twelve miles of the road are now under contract, and it is proposed to place the line as far as Newburg under contract within sixty days. The iron for the roads as far as Newburg has been purchased by the company, to which point they expect to open the road within a year, and throughout its whole length within two years. The advantages of the road are—a shorter route to the West, a more direct route to Saratoga, Catskill, Cornwall, West Point, and other salubrious and favorite resorts on the west shore for Summer residence. The landing of passengers opposite all the ferries, from Forty second street down to Cortlandt street, will be a convenience to business men who reside out of town that cannot fail to be appreciated.

 A Dominion Telegraph Company has been organized, with headquarters at Toronto, in opposition to the Montreal Telegraph Company. Lines are immediately to be erected to all business points. Contracts for the poles are given out. The lines will connect on the United States side with the wires of the Atlantic and Pacific Company, in opposition to the Western Union lines.

 The Wayland and Sudbury Branch Railroad Corporation, having secured their character, have entered promptly into the business before them. A board of five directors, with Capt. Edward Pousland for President, have recently been chosen.

Commerce of New York.

The foreign imports at New York for the month of February, are officially stated as follows:

	1867.	1868.
Entered for consumpt'n.	\$13,364,912	\$10,386,053
Do. for warehousing...	11,211,014	9,297,632
Free goods	918,364	718,777
Specie and bullion	186,491	415,875

Total entered at port...	\$25,630,781	\$20,818,337
Withdrawn fr. wareh'se	11,794,156	9,049,339

The foreign imports at New York for the two months from January 1st, were :

	1867.	1868.
Entered for consumpt'n.	\$24,411,768	\$18,241,883
Do. for warehousing...	20,298,716	15,945,503
Free goods	1,636,174	1,497,073
Specie and bullion.....	263,210	552,449

Total entered at port..	\$46,609,868	\$36,236,908
Withdrawn fr. wareh'se	21,174,640	15,780,963

The foreign imports at New York for eight months of the fiscal year, were :

	1867.	1868.
Six months ending Jan- uary 1st.....	\$143,210,158	\$80,810,284
January.....	20,979,087	62,631,151
February.....	25,630,781	6,565,563

Total 8 months.....	\$189,820,021	\$152,309,090
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The duties received at New York for eight months ending with February, were :

	1867.	1868.
Six months ending		
Jan. 1	\$60,531,571 82	\$54,731,301 44
In January	9,472,248 48	7,133,428 42
In February	11,466,418 42	9,696,752 30

Total 8 months....	\$81,470,238 72	\$71,561,482 25
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The exports from New York to foreign ports in the month of February, were :

	1867.	1868.
Domestic produce	\$14,615,040	\$13,543,674
Foreign free goods.....	36,803	36,387
Do. dutiable.....	800,663	441,528
Specie and bullion	2,124,461	4,203,825

Total exports.....	\$17,576,967	\$18,225,414
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Do. exclusive of specie. 15,452,506 14,021,589

The exports from New York to foreign ports for two months from January 1st, were :

	1867.	1868.
Domestic produce.....	\$27,526,729	\$27,310,170
Foreign free goods....	151,010	49,067
Do. dutiable.....	1,223,414	1,110,679
Specie and bullion.....	4,675,812	11,553,650

Total exports	\$33,576,965	\$40,023,566
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Do. exclusive of specie. 28,901,153 28,469,916

The exports (exclusive of specie) from New York to foreign ports for eight months ending with February, were :

	1867.	1868.
Six months ending Jan.		
1st.....	\$84,590,637	\$91,143,385
January	13,448,647	14,448,327
February	15,452,506	14,021,589

Total produce.....	\$113,491,790	\$119,613,301
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Add specie

21,447,082	88,759,936
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Total exports	\$134,938,872	\$158,373,237
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 The contractors on the Queen Anne's and Kent Railroad have commenced work at Millington. Some 300 hands are now engaged grading the road. The directors have determined to locate stations at Millington, Sudlersville, Cox's, Carville's and Centreville. Thomas J. Keating, Esq., has been elected counsel for the board.

Journal of Railroad Law.

WHO ENTITLED TO STATUTORY DAMAGES AT THE DEATH OF A PARTY THROUGH THE NEGLIGENCE OF A RAILROAD COMPANY.

The facts in the late case of *Waldo vs. Goodsell*, Executor (33 Conn. 432) were that in a disaster on the Hartford and New-Haven Railroad Company, through its negligence, a husband and wife having no children, were injured at the same time, and both died, but the husband a little before the wife.

MCCURDY, J.—In this case, it being a bill of interpleader, the petitioners are merely nominal parties, and the real controversy is between the two respondents, Goodsell as the representative of Andrew D. Euson, and Shelton as the representative of Catherine S. Euson his wife.

At the common law, as is well known, neither of the respondents could have any position in court. Whatever right pertains to either, results from the recent legislation in this State. The statute of 1848 provides that an action for an injury to the person, whether the same do or do not result in death, shall survive to his executor or administrator. This statute was followed by the act of 1853, in relation to which there has been a decision in the case of *Goodsell vs. Hartford and New Haven Railroad Company* 33 Conn. 51. It was there held that the object and effect of the latter law is to select a certain class of cases, of which the present is one, and in respect to them limit the amount of damages and direct their distribution.

The question now is, what by the true construction of that statute is the line of distribution. The respondent Goodsell contends that the title of the widow to the damages was not vested in her at the time of the death of her husband, but that it was contingent and depended upon her being alive at the time of the recovery. The language of the statute is perfectly explicit, and we see nothing in it to warrant such an idea. The money is to be sued for and recovered by the executor or administrator of the husband in a case like this, for the benefit of the widow. There being no children the whole belongs to her. The right to it becomes fixed by the death of the husband and at his death. The only contingency is as to the time of payment. That depends of course upon a settlement or recovery. If her right depended upon the fact of her being alive at the time of the judgment in a law suit, there never could be a settlement with her which would be safe for the company. It would be in the power of the representative of the husband, who must be supposed to be in the interest of his heirs, to keep the case in court indefinitely in the expectation of her decease and a consequent change in the title to the property. The value of her interest and perhaps the means of her support might depend upon her winning in the strife between life and litigation. The husband could not bequeath the damages away from her, (as a part of her estate) and why should his executor be allowed to deprive her of it indirectly. The rule that her title rests absolutely in her at his death is simple, certain and consistent with both the language, and, as we think the obvious intention of the statute.

The language is similar to that of the law regulating a distribution of property to heirs. And

the question in such cases is, what heirs were living at the death of the ancestor.

The statute being preemptory, transferring the whole damages to the widow, it is difficult to see how there can be a division of them or an allowance to the executor of the husband, for any reason or any purposes. If the effect of this construction will be to give to the heirs of the wife what would seem to belong more justly to those of the husband, through whose suffering and death the estate had been acquired, it is within the power of the legislature to modify the law.

We advise that the damages be allowed to the administrator of Mrs. Euston, deducting the fees and expenses of the petitioners.

In this opinion the other judges concurred.

Imports at the Port of Boston.

The imports of foreign goods into the district of Boston and Charlestown from January 1, 1850, to December 31, 1867, yearly, inclusive, were as follows:

1850	\$29,909,376	1859	\$43,954,025
1851	31,850,558	1860	40,296,234
1852	33,987,144	1861	33,201,685
1853	43,317,369	1862	26,618,344
1854	46,480,444	1863	26,031,444
1855	41,984,013	1864	30,751,595
1856	43,014,900	1865	29,611,846
1857	46,907,924	1866	46,992,707
1858	32,740,716	1867	40,521,559

Muscatine, Council Bluffs and Omaha Air Line Railroad.

A convention was to have been held on the 16th of this month at Oskaloosa, Iowa, to take into consideration the feasibility of a railroad route from Muscatine on the Mississippi to Council Bluffs and Omaha on the Missouri River, at which point it would connect with the Union Pacific Railroad. At Oskaloosa this line would connect with the Des Moines Valley Railroad; at Muscatine with the Chicago and Rock Island Railroad; and at Peoria, Ill., with the Pennsylvania consolidated line direct to Philadelphia, New York and Boston. The gain in distance to Omaha by this route to Eastern cities it is estimated would be 153 miles.

Arrivals at the Port of Boston.

The following is a statement of the number of foreign arrivals at the port of Boston, for the last 30 years, say from 1838 to 1867 inclusive:

1838	1,313	1848	3,009	1858	2,874
1839	1,552	1849	3,111	1859	3,124
1840	1,628	1850	2,885	1860	3,425
1841	1,790	1851	2,872	1861	2,802
1842	1,738	1852	2,971	1862	3,051
1843	1,716	1853	3,042	1863	3,129
1844	2,174	1854	3,102	1864	3,006
1845	2,305	1855	3,178	1865	3,255
1846	2,090	1856	2,990	1866	3,023
1847	2,739	1857	2,985	1867	2,758

Chicago, Shawneetown and Nashville R. R.

This is the name of a new line which is to leave the Illinois Central at Mason or Edgewood, in Effingham County, and extend through Clay, Wayne and White or Hamilton Counties to Shawneetown, on the Ohio River, where it is to connect with the Hendersonville Railroad.

This road will tap a splendid grain and stock growing region, hitherto without connection with Chicago, and will intersect the Cairo and Vincennes Railroad which is now being built through an equally fertile region, whose trade is now carried to Evansville and Cincinnati. The com-

pletion of these two lines will send an immense amount of the products of this garden region to the markets of Chicago, and furnish its merchants and manufacturers with hundreds of new customers.

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IRON AND STEEL
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42 John St., N. Y.**

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1,000 TONS 56 lbs., RAILS ERIE PATTERN.
" 58 lbs., " Fish Bar "

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54 Exchange Place, N. Y.**

NOTICE TO RAILROAD CONTRACTORS.

OFFICE OF THE NEW YORK AND OSWEGO
MIDLAND RAILROAD COMPANY,
ONEIDA, N. Y., Feb. 10, 1868.

SEALED PROPOSALS WILL BE RECEIVED AT the Office of the Company, until the 15th day of April, 1868, at noon, for the GRADING, MASONRY, and BRIDGING of that portion of the NEW YORK AND OSWEGO MIDLAND RAILROAD, extending from the City of Oswego to the Village of Sidney Plains, a distance of ONE HUNDRED AND TWENTY MILES, and passing through the Towns of Volney, Hastings, West Monroe, Constantia, Vienna, Lenox, Stockbridge, Eaton, Lebanon, Smyrna, North Norwich, Norwich, Oxford and Guilford, and that portion known as the Branch, from at or near East Guilford, in the town of Guilford, to Mt. Upton, in the same town.

The line will be divided into Sections of about One Mile each, and proposals may be made for separate Sections or for the Entire Work. The Company will entertain separate proposals for BRIDGING only.

The line passes through a desirable section of country of Central New York, and the work will be worthy of the attention of Contractors.

Plans, Profiles and Specifications will be ready for examination at the Office of the Chief Engineer, in Oneida, N. Y., where all necessary information may be obtained, on and after the 6th day of April.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer.

PROPOSALS

For the Construction of a portion of the Summit Division of the Illinois and Michigan Canal.

OFFICE OF THE BOARD OF PUBLIC WORKS,
CHICAGO, March 11, 1868.

SEALED PROPOSALS WILL BE RECEIVED BY the Board of Public Works, at their office, until 11 A. M. Wednesday, April 16, for the construction of sections Nos. seventeen (17) to forty-four (44), inclusive, of the Summit Division of the Illinois and Michigan Canal—a distance of about eleven (11) miles.

Maps, profiles, and specifications will be exhibited at the office of the said Board in Chicago.

There will be some 1,500,000 to 2,500,000 cubic yards (according to the line which shall be adopted) of earth excavation, some of it quite hard and embracing considerable detached rock, and about 90,000 cubic yards of stratified limestone.

The work must be prosecuted so as not to interfere with the use of the canal during the season of navigation.

It is believed, however, that most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring.

Proposals are invited on the present line of canal, and also on a new line, as follows:

For the work on Sections 17 to 23, inclusive, according to the old line.

For the work on Sections 24 to 41, inclusive, bids will be received both for the improved old line and a new line.

For the work on Sections 42 to 44, inclusive, bids will be received both for the old line and a new line.

If a new line be adopted for any portion of the distance operations thereon may be continued the whole year. It is expected that the navigation of the canal will be suspended for at least five months in each year, unless otherwise mutually agreed by the Board and contractors.

The whole of the work must be done on or before the end of the third season of the suspension of navigation.

A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows, and cranes for the earth work, and drilling machines, pumping machinery, and cranes for the rock.

Contractors will be required to commence work on the earth excavation within thirty days of the time of letting, and upon rock excavation by the first of November next, or as soon thereafter as navigation shall be suspended.

Parties contracting for the work will be required to provide all machinery, and to put up and remove all dams and all works of protection, and at their own expense to do all pumping, or whatever may be necessary to secure their work from water.

Proposals must be addressed to the Board of Public Works, indorsed "Proposal for Deepening Illinois and Michigan Canal," and be accompanied with the usual two hundred dollar (\$200) bond, with sureties, to be approved by the Board.

Contractors will bid, stating the price for which the work will be done on each of the different sections, and the work will be let as a whole or in part, and in such quantities as the Board shall determine.

The Board reserve the right to reject any and all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy, and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

The Board will require such security as, according to their judgment, will secure the doing of the work according to the contract.

A. H. BURLEY,
J. McARTHUR,
W. H. CARTER,
WILLIAM GOODING,
R. B. MASON,
Board of Public Works.

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Belting and Packing Co.,
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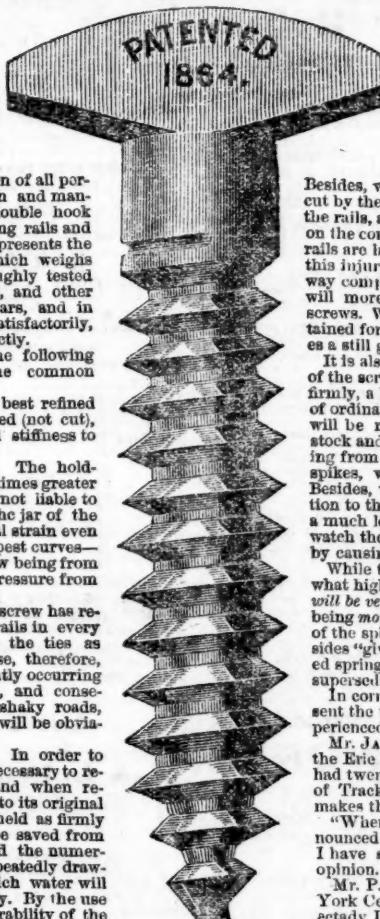
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In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—**GREATER ECONOMY.** In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

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"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, 1863, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1863, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

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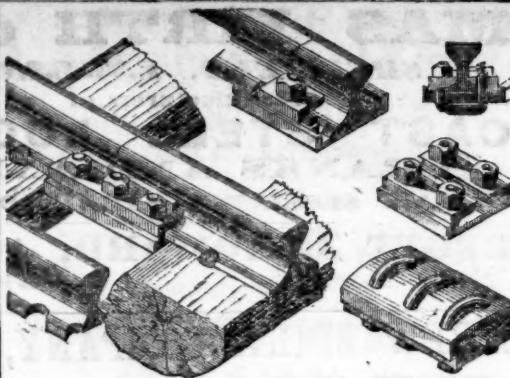
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